Supplied.

ILOILO, PHILIPPINE ISLANDS. ...

THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the PANY, LTD. LONDON: DODWELL & Co., LIMITED

NEW SERIES No. 1546.- 日九十月五年六十二緒光

FRIDAY, JUNE 15, 1900.

ESTABLISHED

五拜祖 就五十月六英港香

General Managers. THIRTY DOLLARS

PER ANNUM.

Banks.

JOROHAMA SPECIE BANK, LIMITED. ESTABLISHED 1880.

CAPITAL SUBSCRIBEDYen 24,000,000 CAPITAL PAID-UP CAPITAL UNCALLED....... RESERVE FUND Head Office :- YOKOHAMA.

Branches and Agencies. NAGASAKU NEW YORK. SAN FRANCISCO. HONOLULU. , SHANGHAL NEWCHWANG. THEN ISIN.

THE LONDON JOINT STOCK BANK, LD. PARŘS' BANK, LD., THE UNION BANK OF LONDON, LD. HONGKONG AGENCY:-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annuni on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

Hongkong Manager. Hongkong, 4th January, 1900, THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE:-HONGKONG. Board of Directors :--Chan Kit Shan, Esq. | D. Gillies, Esq. Chow Tung Shang, Esq. J. T. Lauts, Esq. Chief Manager, . GEO. W. F. PLÁYFAIR. Interest for 12 months Fixed 5 % Hongkong, 20th December, 1899.

LIONGKONG AND SHANGHAL BANKING CORPORATION. RESERVE LIABILITY OF PROPERRS.\$10,000,000 COURT OF DIRECTORS: N. A., SHAIS, Esq., Chairman.

R. SHEWAN, Esq., Deputy Chairman. E. Goetz, Esq. The Hon. R. M. Gray, j. D. M. Moses, Esq. A. J. Raymond, Esq. The Hon. J. J. Keswick, i R. L. Richardson, Esq. H. W. Slade, Esq. P. Sachse, Esq. CHIEF MANAGER: Hongkong-Sir THOMAS JACKSON.

Shanghai - J. P. Whole GARD'SEE, Esq. LONDON BANKERS - LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

MANAGERE

ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. H. M. BEVIS,

Acting Chief Manager. Hongkong, 1st June, 1900. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONGAND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 31 PER CENT. per annum. Depositors may transfer at their option balances of 1 100 or more to the Hongkong AND

SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the HONGKONG AND SHANGHAL BANKING CORPORATION, H. M. BEVIS, Acting Chief Manager.

Hongkong, 26th March, 1900.

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE -12TH NOVEMBER, 1896.

Shanghai Taels. SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000 Head Office :- SHANGHAL. Branches and Agencies.

PEKING. CANTON. PENANG. CHEFOO. SINGAPORE. CHINKIANG. SWATOW. CHUNKING. TIENTSIN. FOOCHOW. HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities.

INTEREST ALLOWED ON DEPOSITS. % per Annum Fixed Deposits for 3 months.

E. W. RUTTER, Acting Manager. Hongkong, 1st February, 1900. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL (ARTER, 1853. HEAD OFFICE:-LONDON. RESERVE LIABILITY OF SHARE-

RESERVE FUND£525,000 NTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months... 4 per cent.

., ...35 ,, Acting Manager. Hongkong, 25th May, 1900.

GREEN ISLAND CEMENT COMPANY, LIMITED.

84.50 39 Cask of 375 lbs. Net ex Factory. \$2.80 \$1 Bag of 250 lbs. SI EWAN, TOMES & CO., General Managets.

Hongkong, 12th June, 1900.

Intimations.

AND ORIENTAL STEAM NAVIGATION COMPANY.

TO SAIL . MARSEILLESS ... SocotraT. H. Hide, R.N.R. ... 15th June Freight only. LONDON, &c Clyde* E. Street Noon, 23rd June ... Freight or Passage. SHANGHAI '..... Valetta F. N. Tillard About 23rd June ... Freight or Passage.

| † (Passing through the Inland Sea). * (See Special Advertisement).

For Further Particulars, apply to

Hongkong, 9th June, 1500.

* | Vid NAGASAKI and KOBE.

A. M. MARSHALL, Acting Superintendent.

§ And LONDON.

STEAM FOR . SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, . AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

PROPOSED SAILINGS FROM HONGKONG,

(SUBJECT TO ALTERATION.) OLDENBURGTHURSDAY, 28th June. BAYERNTHURSDAY, 12th July. STUTTGART.....THURSDAY, 26th July.

KONIG ALBERT.....THURSDAY, 9th August.

IVEIMAR.....THURSDAY, 23rd August... PRINZ HEINRICH.....THURSDAY, 6th September. PREUSSEN......THURSDAY, 20th September.IIAMBURG, Hamburg-Amerika LinieWEDNESDAY, 3rd October. SACHSEN - WEDNESDAY, 17th-October.
OLDENBURG WEDNESDAY, 31st October. BAYERN WEDNESDAY, 14th November. STUTTGART.....WEDNESDAY, 28th November. KONIG ALBERT WEDNESDAY, 12th December. PRINZ HEINRICHWEDNESDAY, 26th December.

ON THURSDAY, the 28th day of June, 1900, at NOON, the Steamship "OLDENBURG," of the NORDDEUTSCHER LLOYD, Captain G. Dannemann, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES

Shipping Orders will be granted till Noon, on TUESDAY, the 26th June, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 27th June, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 27th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 Telephone No. 56.

The Steamer has splanded Accommodation and corries a Doctor and a Commodation and Commod

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., . AGENTS.

Hongkong, 14th June, 1900.

HONGKONG HOTEL.

BOARD AND RESID

AT MONTHLY RATES.

Hongkong, 18th May, 1900.

CLAYMORE."

SOLE AGENTS:-VICTORIA DISPENSARY

HONGKONG. WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

> THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers), 9, Old China Street,

12th October, 1898.

Untimations.

[Forecast for an Indefinite Period.

From

Watthing, Linespon,

APOTHECARIES HALL.

"Fine and Clear" generally, though "Sultry" at certain times of the year.

The present indication points to distur-

AERATED WATER BUSINESS.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT. MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDENT......THOMAS SKINNER.

DODWELL & CO., LIMITED, General Managers.

MANAGER.

HOTEL CRAIGIEBURN

Centrally situated at PLUNKET'S GAP, the PEAK, 1,500 feet above sea-level and 500-yards from the TRAM TREMINUS.

For Terms, &c., apply to the

Hongkong, 2nd April, 1899.

AQUARIUS TREBLE DISTILLED WATER ONLY USED.) 'A PERFECT TABLE WATER.'

Telephone

'An AERATED WATER of the Highest Quality both from a Manufacturing and Sanitary point of view."-JOHN MUTER, PR.D., F.R.S., (Edin.,) London, (Past President of the Society of Public Analysts of Great Britain.'

'Either drink no Water at all or drink only DISTILLED WATER.'-St. James' Gazette, London.

CALDBECK, MACGREGOR & Co., AGENTS, AQUARIUS COMPANY. 15, Queen's Road.

Hongkong, 9th June, 1900.

ELLOW

Per Doz. V.O.S. WHISKY \$15 TEACHER'S WHISKY 13 CLUB WHISKY 12 DEWAR'S SPECIAL 12 DEWAR'S EXTRA SPECIAL ... 14

AGENTS: SOLE

> PRICE 12, QUEEN'S ROAD.

Hongkong, 31st May, 1900.

EYE-SIGHT. NOTICE.

WHISKY. I am continuing my Sight Testing Rooms in Honokong (W. BREWER & CO.) at which in Hongkong (W. BREWER & CO.) at which of all Glasses supplied my constituents in the Far East is kept here, and any kind of Ordinary or Special Lenses can be obtained.

REPAIRS A SPECIALITY. N. LAZARUS.

Hongkong, 30th May, 1900. NOTICE OF REMOVAL

H. RUTTONJEE, 5, D'Aguilar Street.

HONGKONG GENERAL-CHAMBER OF COMMERCE. SPECIAL GENERAL MEETING of

the Members will be held on MONDAY, the 18th June, 1900, at 3 o'clock P.M., at the CHAMBER ROOMS, CITY HALL, to NOMINATE A MEMBER of the Chamber to take the place of THE HON. HERBERT SMITH in the during my ABSENCE will be IN CHARGE LEGISLATIVE COUNCIL during the Absence of Mr. McIVER, Member Ph. Sy. A Register on leave from the Colony of Hon. T. H. WHITEHEAD. By Order, R. CHATTERTON WILCOX,

Secretary. Hongkong, 11th June, 1900.

TIAMOND MERCHANTS, JEWEL-LERS AND WATCHMAKERS. Sole Agents in the East for the amaigamated T BEG to inform my Patrons and Public CLEMENT, HUMBER and GLADIATOR Co., Ld., Generally that I have REMOVED my DUNLOP TYRES'S BICYCLES-PRICE...\$160. Stores from No. 13 to No. 5, D'AGUILAR Aspecial reliable Watch made for this Climate.

> Quality B.....\$12 Watson's Building.

GOVERNMENT OF PERAK. FEDERATED MALAY STATES.

WANTED MEDICAL OFFICERS to serve as APOTHECARIES in GOVERNMENT HOSPITALS. Must hold Diplomas from a Medical College. Will be required to join on a 5 Year's Agreement, at the expiration of which, if it is decided to retain his Services, the Officer will be placed on the Fixed Establishment and will be entitled to the usual leave and pension privileges.

PAY to commence at \$1,056 per Annum, with Yearly Increments of Salary varying from \$60 to \$132 per Annum until in the 11th year \$1,980 is reached, when, after passing an Exam-ination in the Practical Subjects of his Profession, and in matters relating to Hospital Management and Public Health, a Salary of \$2,316 will be given for 3 years.

In the 15th year of Service, after passing another Similar Examination the Maximum Salary of \$2,520 is reached.

Private Practice is allowed in certain Stations. Free Quarters are provided. Passages for Officer and Family not exceeding 4 persons will be Paid by Government. Apply giving Age, Qualifications, Copies of Testimonials, &c., to the

STATE SURGEON, PERAK, VIA PENANG.

12th June, 1900. THE HONGKONG LAND INVESTMENT

AND AGENCY COMPANY, LIMITED. OTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the

Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty Seventh day of March, 1900, the following RESOLU-TION were passed. 1.—That in pursuance of the Provisions of

the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserved Fund and be carried as of the and July next, to the 'Credit of Capital. Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

2.—That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of \$12 per cent. per Annum, upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the

By Order of the Board, A. SHELTON HOOPER, Hongkong, 27th March, 1900.

Auction.

PUBLIC AUCTION

VALUABLE BUILDING LAND to be gotti by: PUBLIC AUCTION. by Order of the Mortgagee and without Reserve,

TUESDAY, the 19th June, 1909, at 3.30 P.M., at the SALES ROOM of the AUCTIONEERS.

A LL that Valuable Piece of LAND known A as K.I.L. No. 524: Total Area 69,388:

Sq. Feet and having a Building Frontage of 1,239 Feet, on DES VIEUX ROAD, CAMERON ROAD and a Private Road. The Estate faces the Harbour and Lycemon

For Plans and further Particulars, apply to · HUGHES & HOUGH, Auctioneers.

Or to JOHNSON, STOKES & MASTER, Solicitors, to the Mortgagee. Hongkong, 12th, June, 1900.

Co-day's Advertisements.

IN THE MATTER OF ORDINANCE NO. 2 OF

IN THE MATTER OF THE APPLICATION OF WILLIAM SEYBOURNE BAILEY AND PATRICK MURRAY BOTH OF VICTORIA IN THE COLONY OF HONG-KONG, ENGINEERS FOR AN INVENTION FOR AN IMPROVED DIETHOD OF SECURING HANDLES TO CANS DRUMS AND OTHER RECEPTACLES.

NIOTICE is hereby given that the PETI-TION, SPECIFICATION and DE-CLARATION, required herein by ORDIN-ANCE No. 2 of 1892 have been duly filed in the Office of the Colonial Secretary of Hongkong and that it is the Intention of the said WILLIAM, SEYBOURNE BAILEY and PATRICK MURRAY to apply at the Sitting of the Executive Council, hereinafter mentioned for LETTERS PATENT, for the Exclusive use, within the said Colony of Hongkong, of the above named Invention.

And Notice is hereby also given that a Sitting of the Executive Council before whom the matter of the PETITION will come for decision will be held in the Council Chamber at the GOVERNMENT OFFICES, Victoria, Hongkong, on MONDAY, the 25th day of June, 1900, at ar o'clock in the Forenoun.

Dated the 15th day of June, 1000. DEACON AND HASTINGS, · Solicitors for the said WILLIAM SEYBOURNE BAILEY and I PATRICK MURRAY.

HONGKONG TWYD TUYRSEMRYE AND AGENCY COMPANY. LIMÍTEDA

TATOTICE is hereby given that the TRANS-N FER BOOKS of the above Company. will be CLOSED on the 2nd July, 1900, on which day the CALL now advertised will be ' PAYABLE.

> By Order, A. SHELTON, HOOPER,

So retary. Hangkong, 15th June, 9000.

PANY, LIMITED. TOTICE is hereby given that the ELE-

THE HONGKONG ELECTRIC COM

VENTIL ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be 'held at the COM-PANY'S OFFICES, No. 4, Queen's Building, on SATURDAY, the 7th July, at 12:15, P.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 30th April, 1900 and electing Directors and

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd June to the 7th July, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO.,

Hongkong, 15th June, 1900.

DOUGLAS STEAMSHIP COMPANY, 🕔 LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

"FORMOSA, Captain Hodgins, will be despatched for the above:Ports, TO-MORROW, the 16th instant, " at 10 A.M. For Freight or Passage, apply to

DOUGLAS LAPRAIR & Co., General Managers. Hongkong, 15th June, 1990.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

"HALMUN." Captain Davis, will be despatched for the above Ports, on SUNDAY, the 17th instant;

at Daylight. For Freight or Passage, apply,to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 15th June, 1905. AUSTRIAN LLOYD'S STEAM NAVIGA TION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Company's Steamship

TRIESTE having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo :---From Trieste, ex S.S. Imperatrix transhipped at Bombay.

From Venice, cr S.S. Apollo transhipped at From Levante, ex S.S. Electra and Espero transhipped at Port Said.

Optional Cargo will be discharged here. No Claims will be admitted after the Goods sent in to the Office of the Undersigned before | jeopardised. Noon on the 21st instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., . Agents.

Hongkong, 15th June, 1905.

NOTICES TO CORRESPONDENTS.

IT is requested that all communications relating to Sub-scriptions, Advertisements, &c., be addressed to the Manager, Hongkong Telegraph" and not to the Editor. Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication: but as evidence of good faith.

Whilst the columns of the Hangkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS. Advertisers are requested to forward all notices intende for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. The Hongkeng Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Teims can be learnt on application.

Intimation.

The Control of the Control

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS

(For Invalids and General Use.)

B .-- Vintage, superior quality, Red Capsule..........\$14.40 C. FINE OLD VINTAGE, superior quality. Black

Scal Capsule........ 16,20 -Very Fine-Cab Vintage extra superior, Violet Capsule (Old Bottled) 20.40

Port after removal should be rested for a month before use. Winc required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

 Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast

A. S. WATSON & CO., LIMITED. TITE HONGKONG DISPENSARY.

Ehe. Pongkong Gelegruph

Hongkong, Friday, June 15, 1900.

NOTES AND COMMENTS.

"Water, Water Everywhere, and not a Drop to Drink."

In face of the downpour of the last few days it appears perfectly idiotic to speak of anyone being badly in want of water, yet this is the plight of many of the Kowloon residents. True, they have the water laid on to their houses by a paternal Government and they one and all pay water rates and taxes, yet they are badly in want of water. We are informed that, as a matter of fact, the water is never cut off in Kowloon unless for repairs to the pipes, but all the same many of the houses are frequently left [763b] for hours without being able to obtain a drop from their taps.

The real cause of this water famine lies in the fact that now that one of the pumping engines has broken down the other is incapable of pumping up a sufficient supply to provide for everyone, with the result that those who happen to live at a higher level than the others or are at aggreat distance from the pumping station have no water because the pumps cannot force it far enough. Truly this is a pretty state of affairs in a British Colony,

As a correspondent pointed out the other day, a public company supplying water in this very hapazard fashion would have nothing but bankruptcy before it, yet our self-sufficient Government Officials care not a jot. They have never even taken the trouble to inform the public of Kowloon that the water supply would be intermittent owing to a breakdown of the pumping machinery and as to declining to accept payment for the water because the public are put to such great inconvenience, that has never entered their heads. Far from it, for we hear that a bill for excess | them of, water used was sent in the other day to the owner of a house that has stood empty for months. If the Government arrangements with regard to the Kowloon water supply have broken down why cannot the public be informed, so that they can make their own arrangements? This petlifogging manner of managing matters is a disgrace to a British Colony and ought to be put a stop

to. No municipality would dare to treat the public in such a manner, but, apparently, in a Crown Colony the public are merely regarded as a necessary evil without which have left the Godowns, and all Claims must be perhaps, the salaries of the officials might be

Who. Blundered?

There has apparently been something radically wrong somewhere or other with regard to the despatching of troops by the -hired transport *Hinsang*. Yesterday men were sent on board and had to be disembarked owing to the fittings for their accom-[747b | modation not being completed. This morning the whole force of about six hundred were sent on board again at six o'clock, but there was still a hitch. From what we have been able to gather the accommodation was found to be insufficient and nearly one half of the men had to be landed, the Hinsang only leaving a few minutes after one o'clock.

WEATHER REPORT.

The Observatory report says:--. On the 15th at 12.30 p.m. the barometer has fallen moderately in S. China, and slightly in the Philippines. A trough of low pressure is lying over S. China; with E. winds to the North and S.W. winds to the South, of the era. Gradients slight for E. winds on the E. coast of China, moderate for S.W. winds on the S. coast. FORECAST: Fresh to strong S.W. winds; squally, thunder storms,

TELEGRAMS.

Special to the "Hongkong Telegraph." SPECIAL TELEGRAMS.

REPORTED RETRO-

CESSION OF LABUAN. INHABITANTS DELIGHTED.

BRUNEI TO BE BRITISH.

(From our own Correspondent.) * Lancas, June 15th; 245 p.m. The steam pinnace of H.M.S. Plover arrived here at midnight, probably bringing telegrams. The yacht Scabelle and H.M.S. Plover have just returned from Brunei. The | India. utmost reserve is maintained as to the object of the visit.

Pending the arrival of private advices it is persistently reported that the British intend to introduce the Malay Peninsula system Government to Brunei without compromise, including the return of Labuan, now administered by the British North Borneo Company, to Colonial Administration. The inhabitants of Labuan are delighted at the

Received 3.30 p.m.

Published 5.30 p.m.

THE TROUBLE IN THE NORTH. NEWS FROM PEKING. LEGATIONS BARRICADED. NO NEWS OF MARINES. SEVEN THOUSAND RUSSIANS

LANDED. (From our own Correspondent.) SHANGHAI, 15th June.

4-15 pan). The Special Correspondent of the Shanghai Mercury at Peking, under date of 13th instant, wires that Christian refugees are flocking into the city.

The defence of the British Legation against The Boxers is considered to be possible so long as the Chinese troops do not throw in their lot with the rebels and join in the attack.

The foreign Legations, the Imperial Maritime Customs Offices and the Cathedral have been barricaded, while the other foreign owned buildings have been formally placed in charge of the Chinese Gavernment

The attitude of the Chinese Government is described as uncertain and rather defiant than otherwise.

day from the Marines forming the Peking Relief Force.

No news was received at Tientsin yester-

r Fenglai, 🖖 Seven thousand Russian troops have

been landed at Tientsin. Received 5 p.m. Published 5.30 p.m.

REUTER'S TELEGRAMS. THE WAR.

BOERS AT MASERU

SURROUNDED. LONDON, June 13th. The Daily Mail correspondent at Bloem-

fontein reports that General Hunter, after making a brilliant march from the North West, severely defeated a large Commando of Boers to the North of Kroonstadt.

Reuter's correspondent at Maseru reports that the Boers occupy in that neighbourhood a very extensive position, but that Generals Methuen, Rundle and Brahant with nearly 50 guns completely surround

THE ORANGE RIVER COLONY. GENERAL METHUEN'S VICTORY ATTACK ON COMMANDANT BOTHA.

OFFICERS KILLED.

Lord Roberts at Pretoria 12th insta says

that General Methuen gained a complete victory over Commandant De Wets' forces at Rhenoster River on the rath, capturing

the camp and scattering the enemy in all directions. The despatch adds General Kitchener was despatched to join. General Methuen, whom he met at Vredefort on the evening of the 10th. Generals streets running into it from the higher levels, Kronstad on the 12th. Lord Roberts on the rith inst., ordered

an attack on Commandant Botha who occupies a strong position, with an unassailable front of 15 miles, to the east of Pretoria on the Middleburg road. Generals French, Hamilton and Pole-Carew were engaged in the attack, in which Colonel The Earl of Airlie, Major Fortescue and Lieut, the Hon. Cavendish were killed.

ASHANTI.

The Relief force for Kumasi after severe fighting has been compelled to retire to await reinforcements.

LOCAL AND GENERAL.

THE rainfall during the 48 hours ending 9 alm. to-day was approximately 8 inches, registering 3 and 4.9 inches for the two periods of 24 hours respectively.

MR. PAUL SACHSE of the firm of Messis. Carlowitz & Co., in this Colony has been decorated with the Royal Prussian Order of the

Red Eagle. On May 29th, at Klian Pau, Taipeng, the Rev. Father Grenier celebrated his 25th year in the Priesthood of Foreign Missions. Bishop Fee and other clergy were present.

THE usual accompaniment to a rain storm in Hongkong is the falling down of badly built Chinese houses. So far none have been reported to day, but the police are hourly expecting to hear of some cases.

THE vacancy in the Legislative Council occasioned by the departure from the Colony of Mr. Herbert Smith will, we understand be contested by Mr. J. J. Francis, Q.C., and Mr. -Thorburn, Manager of the Mercantile Bank of

H.M.S. Pomone and the destroyer Otter arrived at Penang on the 5th inst. The former was to return to Trincomalee on the 8th, and the Otter was expected to sail for Singapore and Hongkong on the 7th. She is commanded by Lieut. Commander H. D. Wilkins and carries a crew of 72. She will probably be convoyed from Singapore by H.M.S. Pique.

IT was reported in Manila last night, says the Manila Times of 12th instant, that the U.S.S. Brooklyn had received orders to proceed to the Gulf of Pechili to watch the development of affairs at Tientsin and Peking and protect American interests. The Brooklyn has a complement of 500 or 600 men and can land a strength of the Corps, whereas the present strong force if occasion demands.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow Satur day evening, from 8 p.m. to 9.30 p.m.: -- -

,	PROGRAMME.
	1 March
. '	4. : Waltz "Modestie"
	"God save the Queen."

A MEETING of the Committee for the reception of the Terrible was held yesterday afternoon in the Chamber of Commerce Room, City Hal The accounts having been read and passed, it (3) viz. Having the Institute on the present site was unanimously decided that the balance in hand, amounting approximately to \$1,000 should be handed over to Capitain Percy Scott C.B., to be distributed amongst the crew of the Terrible or used for their benefit in any way he thought fit.

IT is curious that while nearly all the Royal women of Europe are excellent and picturesque horsewomen, few of the reigning monarchs are even tolerably good riders. His crippled arm partly excuses the German Emperor's poor seat. The King of Italy is famous for his falls; the Emperor of Russia is not an expert horseman; while the Kings of Sweden, Greece, and Denmark are seldom seen astride, and the King of Portugal is too stout to enjoy riding.

THERE is surely something wrong in the following. We learn on good authority that yesterday afternoon one of the boys employed in the Sergeants' Mess, Wellington Barracks, was found to be suffering from plague. The Sanitary Board were informed of the matter at The Chineses troops are concentrated at 3 p.m. and a dhoolie asked for. About 5.30 p.m. the "black box "arrived. The boy in the meantime had expired, although this was not known to the S.B. The question is, were the authorities. too quick in sending the plague box or too slow in sending what was asked for?

A CHINAMAN passing under several aliases appeared yesterday afternoon at the Magistracy on an extradition warrant from the Chinese authorities, being charged with being one of the piratical crew who held up the Cheung Sha launch on the Canton river on the 1st Aprillast. He was identified by two Chinese passengers who recognised him as one of the mer who, armed with pistols, forced the passengers to hand over their money. Awaiting the arrival of the Chinese police, the usual fifteen days detention at the Governor's pleasure was

WE have received the China Review for Apri and May of the present year. Among several interesting articles, we may note one on the "Sacredness of Human Life in China," by A H. Smith. The article opens with the statement that the doctrine of "He that sheddeth man's blood, by man shall his blood be shed? is generally observed in China. - We hope the Chinese will see the force of the argument in regard to the foreigners and native converts lately murdered in the North, but apparently the law does not hold good in the case of the foreign devil. There is an interesting description of the proceedings of a native court and magistrate in a murder case. Other articles are "The Early Turks" continued from a former number of the review, "Rules for the use of the Variant Tones in Cantonese," and "Notes on the Currency of the Philippine Islands." Among Notes and Queries is an account of a curious custom practised Hainan, piercing the tongue or check of a person with an iron rod, which is done in connection with the worship of the god of war.

THE RAIN STORM

The rainstorm of last night and to-day has done a considerable amount of damage in. various parts of the Colony, principally to the roads. Along Queen's Road to the Westward the road has been badly cut up opposite the Kitchener and Methuen marched towards | each of them during the height of the storm resembling a mountain torrent more than a public thoroughfare. Stones, bricks and debris of all descriptions have been washed down, and in many instances this wreckage blocked the drain-traps and transformed Queen's road into a river.

There was a fine flood this morning between the Post Office and the Hongkong Dispensary, the water being on a level with the first step of the Supreme Court, and pedestrians were obliged to negotiate the torrent by means of chairs, which were doing a brisk trade. The store of Messrs. Levy Hermanos was in sorry plight, there being a couple of inches of water on the floor and coolies busily engaged in

The Nullah between the Women's Hospital and Murray Barracks at a a.m. was a seething mass of floating debris, which with the violence of the rashing water became a source of danger to pedestrians, and in fact seriously threatened to do considerable damage to the bridge.

The Public Works Department officials however promptly appeared on the scene and with traveller approaching Woosung it looks. the aid of plenty of rope cable which had been telephoned for, were able to remove the trees

and rocks which had become dislodged. part below the bridge is still almost choked. The nullah opposite the Arsenal Gates was at one time throwing up water to the height of 20 feet, but no damage was done except to the

clothing of pedestrans who had the misforture to be in the way. Residents of the upper levels whose business obliged them to be in town early had anything but a pleasant journey down. Many of the steeper streets were rendered impassable by

the water rushing down them and consequently roundabout ways had to be taken. In Kowloon roads were flooded, drains

blocked and mud collected in all directions, while the Kowloon Residents had a particularly wet crossing to Hongkong. In the harbour work has been stopped to a great extent by the downpour, and the water is a dirty red from the earth washed down from the hills. interested in the subject have certainly had a splendid opportunity of studying the effects of denudation.

HONGKONG VOLUNTEER CORPS.

Yesterday/evening a general meeting of the members of the Corps was held at Head. Quarters to consider the sites proposed for the new Head Duarters. The Commandant, Lieut Colone Tim John Carrington, Kt., C:M.C., occupied the chair and there was a large attendance of officers and other members.

The Chairman briefly reviewed the circumstances under which the question of a new site was first mooted. He stated that the impetus given recently to volunteering generally had affected this Corps and an alarming increase in numbers had been going on steadily to such an extent that 350 was now almost the account of the narrow creek. Some little accommodation had been intended for, roughly speaking, too men. Accordingly the officers of the Corps had met to discuss the question of increased accommodation, and it was agreed amongst them that the New Head Quarters should include a Drill Hall, Gymnasium Institute and Small Arm Store, But opinion was divided as to the site. Some were in favour of rebuilding on the present site, others of removing to Happy Valley.

Now he would lay four schemes down for their consideration (i) rebuilding on the present site. (2) removing to Happy Valley. (a plan of this site was exhibited) (3) retaining present buildings as a supplementary store or drill hall and having the Head Quarters and Institute at Happy Valley. (4) the opposite of and a supplementary drill hall &c. at the Valley. Sir John stated the merits and demerits 'of each scheme and, although he said that the meeting was to hear the members' opinions discussed, and that the officers did not wish to force their opinions upon the members, yet his summing up before opening the discussion was decidedly in favour of the second scheme. certainly was not central, but when it was considered that Kowloon and Quarry Bay were furnishing large numbers and that the city was gradually going East, also that a rifle range was being provided at Causeway Bay, he thought that, if they looked 50 or 60 years ahead, as they ought to do, this objection to the Happy Valley not being central would soon disappear. Considerable discussion followed, Officers,

N.C.Os. and men all taking part. It was decided that within the next few weeks papers would be sent round to members on which they could express their views, and another meeting would then be called after these views had been tabulated.

TROOPS FOR THE NORTH.

The Hinsang with the first contingent of British troops for the North, left the harbour at 1 p.m. to-day. She was to have left at 10 p.m. last night but in spite of all the haste exercised in equipping her as a transport, the Dockyard did not finish work until five o'clock this morn-

The five companies of the Hongkong Regi-

ments headed by their band, left Whitfield

Barracks at 5'45, and proceeded to the wharf. As soon as they got on board, the Hinsang left her buoy and going slowly round the manof-war anchorage was loudly cheered and "tigered" by the blue-jackets. It was then found that the numbers on board could not be accommodated, and orders were subsequently given for 300 men to disembark at

once. The disembarkation was carried out before noon and the Hinsang was at last able It is not known how this hitch can be explained. Our representative has been informed that the Dockyard authorities arranged

The embarkation state showed thirteen European officers, thirteen native officers, one warrant officer and 548 N.C.Os. and men.,

originally to erect accommodation for only 300

The European Officers who were originally to go are Major G. R. St. John, Commanding H.K.S. Battalion, R.A. (second in command) Captain E. G. Waymouth, Divisional Adjuttheir rice bowls producing a curious effect. ant, R.A., Captain Tulloch, Captain W. St. C. W. Bland, Lieut. Lewis, Captain Duff, Lieut G. Badham Thornhill, R.A., Capt. E. L. Berger Captain E. C. Rowcroft, Capt. P. G. Anderson and Lieut. E. G. L. Wallace, Hongkong Regiment; Captain H. V. Prynne, Royal Army Medical Corps; Lieut, Leary, Army Ordnance

Department

The remainder of the force for the North officially designated the "China Field Force." under the command of Major F. Morris, will in all probability embark on the Terrible to-morrow, and will likely leave on Sunday or Monday. Three hundred men of the R. W. F. will embark with the following officers. Major Morris, Captain J. H. Gwynne, Captain H. M. Richards, Lieutenant H. Rotheram, Lieutenant O. S. Flower (Acting Adjutant), Lieutenant F. J., Walwyn, and Lieutenant O. S. Owen: Major Watson, R.A.M.C., will be in com-

mand of the Hospital Staff. A later order has been issued for the remaining contingent to embark on the Terrible by 7 a.m. to morrow.

THE PLAGUE.

Cases reported to 14th instant 582 Do. do. during past 24 hours... 10 Total... 592

Deaths reported to t4th instant : 532 do. during past 24 hours ...

A TRIP IN POOTUNG.

Total ... 540

To most people in Shanghai the name of Pootung has no particularly affractive sound. They look across the river and opposite the Settlements see the stendily lengthening line of docks, mills, and various industries, studded with chimneys. Occasionally the place gains unenviable notoriety by the perpetration of most impressive and striking, the singing being some mean nutrage by the band of desperadoes preying on the industrial fringe. To the

> A wide and melancholy waste Of purild marabes,

The but the sportsman has some familiarity with it by reason of short week-end jaunts after the pheasant or snipe. Yet Pootung is more than all this, and has some remarkable characteristics. In the first place, it contains, within a com-s paratively small areas a greater proportion of native Roman Catholics than any other part of Chinn, with the possible exception of certain parts of Szechnan. Whole villages are Christian -not convert, but of the sixth or seventh generation—and, as is well known, the International Cotton Mill work-people, to the number of about 2,000, are drawn from these.

. Within the last year or two, practically since the inauguration of the fine church at Dangmujao, the objective of the present journey, and yet to be described, a happy custom appears to have grown up of foreigners paying: occasional visits, to the interesting country. Such an one took place last week, and, it can be safely said it will leave a lasting impression upon those who were privileged to participate in it. With the approach of the end of May it was arranged to visit the church dedicated to the Virgin at Dangmujao, a church which, besides being a striking structure, has an element of romance in its history. The priest there, Father Gourand, has devoted his patrimony to it, and aided by his relatives, has built within the last two or, three years a striking edifice accommodating 2,000 worshippers, besides an institution and school for children of Christian families and the poor little waifs and strays of Chinese humanity. Last week the trip eventuated. Soon after two o'clock the party of visitors, con-

sisting of several priests and five laymen, left the French Bund in a couple of sleam launches. Crossing the river and going up the creek opposite the Arsenal, good progress was made along the winding waterway until about four o'clock, when the launches were exchanged for small native boats on distance further a stoppage was called at a place named Zieka, where several of the party landed to inspect a fine church, whilst the remainder continued on in the boat. The original building was destroyed during the Rebellion, and two of the priests were killed. After the usual prolonged negotiations reparation was secured and the present edifice was crected by Imperial command, with a tablet reciting all the circumstances. It is a fine structure, with quarters adjoining for priests' residence and quite close to an imposing house of a native Christian family who are no., however, sufficiently prosperous to allow them to live in it, and it is therefore little more than a show place. The village contains about 200 native Christians. Here, as indeed everywhere the party went, the news of the visit, and the fact that two steam launches were coming, had been known forsome time. In the guest-chamberlight and very welcome refreshment was laid outthough the priest was absent—and was duly appreciated in the midst of a respectful, i curious, crowd. After this the visitors set off on foot across country, passing through villages with modest little chapels, some of which were visited. One priest in the party, Father Pierre, who has ministered all over the district for about fourteen years, and who now attends particularly to the spiritual needs of the cottonmill operatives, seemed to know most of the people met on the road. Striding along in Indian file across the fields the visitors were an object of curiosity all around, and groups made short cuts over the country to intercept and exchange a few words with the padres. "Have you said your evening prayer?" a priest salutes one group. "Yes, father," they answer and with a smile and a nod on he passes. From one village a messenger runs out to call him back, to ask his advice upon some matter, and he has to retrace his. steps, soon, however, catching up the rest of the party. Towards evening the high steeple and church at Dangmujao come into full view and rapid progress is made, the destination being reached a little before sunset. Sufficient time remained for a glimpse at the

schools and the church. The latter is built in the shape of a cross. The nave is 180 feet long by 60 feet wide, the transept in front of the altar being 120 feet long, and the height of the spire is 131 leef. The windows are filled with brilliantly hued glass, somewhat striking perhaps to foreign ideas, but probably most pleasing to the native taste. The choir sing in a gallery at the west end of the church, into which, on the arrival of the visitors a fine harmonium just received from Europe was being hoisted. The schools were an interesting sight. The girls number about 60, and the boys the same number. It was pathetic to hear the stories of some of the poor little inmates. Abandoned by parents, rescued from barbarity by the fathers, or the victims of misfortune, the youngsters looked happy and smiling and their spotlessly clean surroundings must alone be a liberal education. Amongst the girls was one poor little wizened creature, twenty-three years of age, of almost infantile stature, dwarfed and disfigured by years of ill-treatment, and rescued by Father Pierre from being thrown into the Huangpu. It was not the least interesting to see the pleasure they showed at their protectors' visit. The boys were busily getting through supper, the sibilant chorus as they sucked from

The inspection being over, one's thoughts not unnaturally turned to dinner, for the walk across country had sharpened appetites. It would be difficult to do justice to that evening. With the most charming hospitality the Fathers seemed to place everything at their guests' command, and a happier party could not be imagined. It was a currously mixed one. The accent of Belgium, mingled with those of France and Holland, and at times the melliflyous browns of the distressdid English. Those who associate gloom and asperity with the missionary should have listened to the quaint songs of old France, capitally sung, and have heard the laughter which greeted "Father O'Flynn," as a visitor sang it. Never had he a more responsive audience than when he asked

"Why leave the gaiety. All to the laity ?".

And as evening glided by, the conversation touched upon all subjects, for here there were men who could talk. Did one wish to discuss music, here was a Father, a born musician. Was it literature, then turn to your right." was it medicine, here was a Father, a qualified doctor, and so on.

Five o'clock the next morning the tolling of the church bell aroused the visitors, and halfan hour later at the first. Mass a considerable congregation had flowed in from the countryside. As the sun rose higher in the heavensthough the day was not an obligatory feast. but consecrated to Our Lady the Help of Christians-the attendance became large. At half-past seven, when High Mass was celebrated by Pere Louail, formerly of Hongkew-accompanied by some really excellent music rendered by the priests and their visitors the church held at least 1,200 worshippers, the women on the one side of the nave being, not unnaturally, more numerous than the men who are just now very busy in the fields. The whole service was unusually good, and the harmonium showing a most organ-like tone

It had been intended to make the return journey by steam launch, but the low water in the creak prevented this and after bidding

good-bye to the kindest of hosts, the party set out to walk. By mid-day a brief halt was made , at the village of Tsangkaleu, some four miles from Shanghai, where light refreshment was served in the house adjoining the chapel. This village is interesting as consisting almost entirely of Christians-some 800 or 900. Here the "trip" practically ended, for some stayed behind, others took wheel-barrow or pony, and others walked .- N. C. D. News.

COL. BADEN-POWELL.

THE STORY OF A HERO,

One word of this weary war All our hearts are waiting for, Of the hero, England bore, Kind and gay:

The soul so calm whate'er befalls it; For no peril yet appals it. And his ceaseless toil, he calls it Holiday.

Half an endless year ago, ac-He was left amidst the foe, With some thousand men or so, As their chief. For his country's arms miscarried,

And across the desert arid Many a tedibus noonday tarried The relief. But he knew his masters well: And not fortune, nor Pall Mall,

That is paven smooth as Hell, No man's word Trusted he, but God who made him. 'And his own good sword, to aid him:

And the soldiers that obeyed him-Like his sword. "Lo, what pig, my band, at bay On its ant-hill, bars our way ? These our guns shall sweep away

So the scornful Dutchmen vaunted But their braggart humour scanted, When that gallant troop undaunted Foiled them thrice.

Came and went the Christmas feast Yet the fight nor stayed nor ceased, Still the swarming foe increased! Help delayed.

And the great siege came, shelling Spit-fire fort and harmless dwelling, Young and old at random felling, Man and inaid.

See our English Greatheart then, How be moved among his men, . Gave each soul the strength of ten, Cheered and fired !

Till the famine-stricken, meagre Gaptives of that iron leaguer, As their colonel's self grew eager, Hope-inspired,

So, all hearts are longing for Tidings from the weary war, Of the hero England bore, Kind and gay:

The soul so calm whate'er befalls it. For no peril yet appals it; In his country's cause he calls it Holiday.

EDWARD SYDNEY TYLEL. Spectator, May 5th.

STRAITS DEVELOPMENT COMPANY.

CANCELLATION OF THE CONCESSION.

His Highness the Sultan of Pahang, writes a Pahang correspondent to the Straits Times, has, on the 10th of May, formally cancelled the Pahang-Bera Timber Concession, estimated to contain an area of 1,200 square miles, hitherto -held by the Straits Development Co. The cancellation of the property seems to have excited the bitter resentment of the shareholders, and "injustice," "hardship," "high-handed," and similar platform expressions have been glibly used in referring to the loss of this land. It may therefore, he advisable to briefly state a few | this country, we are rather given to looking to of the more salient facts connected with this Government to give the lead in everything conconcession, which the company are very desirous of still holding but not working. It, was originally granted by the Sultan, on the | "declaration of policy" regarding rifle clubs. 4th June, 1887, to one Tan Hay Seng, If rifles at cost price and ammunition at cheap Singapore, who promptly sold it to the Pahang Exploration and Development asking, we should soon have clubs formed .--Company, which, in due course, went into Pioneer. liquidation, and whose successors are the present Straits Development Company, The grant was THE PROJECTED U. S. CABLE TO by no means an absolute one, for it contained a clause providing for efficient and continuous working within three years from June, 1887. and this condition has, since 1893, been steadfastly ignored by the company, for absolutely nothing has been done on the property for over six years. In fact, the directors have publicly stated that the concession was not of any value to them now, and have admitted that they do not mean to work it, and, in the face of this assertion, coupled with the fact that not a single ton of timber has been exported for several years, it is difficult to understand what other course, save that absolute cancellation, was-left open to the Ruler of the State. The wonder is that the concession was not declared null and woid years ago. In this connection, it may be pertinent to remark that, so far back as February, 1885, a notification was published by the then Governor of the Straits Settlements that British subjects going into Malay States where there were no British officials, for purposes of trade or commercial enterprise, would not be entitled

to Government protection, and that, further, the Government reserved to itself complete liberty of accidented by the Native Rulers of such States. This notification was republished in February, 1888, with special reference to Pahang. It may also be interesting to recall the fact that, in its prospectus issued about dozen years ago, the Pahang Exploration and Development Company, when inviting subscriptions from the public, estimated the area of this concession at 6,000 square miles, which is more than half the area of the entire State of Pahang. That pill was duly swallowed at the time by people in England. In addition to this timber concession, the Straits Development Company also held two mineral concessions (Bera and Cherang Yaag) in this State, but they were cancelled in January, 1897, for the same perfectly sound reason that has now led to the cancellation of the timber grant. Thus ends, so far as Pahang is concerned, the life of a company which might, had things been done properly at the start, have had a very prosperous career in this State. And no one who has any knowledge of the circumstances attending the cancellation of its three concessions can regret its demise.

PAHANG.

A GROWING REVENUE.

prosperity.

share of the Trunk-road,

LOYAL STRAITS CHINESE.

Like the Irish and Friendly Societies, says the Singapore Free Press of 7th instant, the Chinese have a natural aptitude for "processioning." Although the news of the capture of Pretoria was only made public yesterday morning, during the day arrangements were made by the Chinese sections of the community about whose British nationality there is some doubt, the result being a large procession, which met on the Esplanade between seven and eight o'clock, marched through the town,

and did not disperse till after ten. A deputation of the leading Chinese in Rhenoster. Singapore headed by Mr. Capper, Protectorate of Chinese, proceeded to Government House, and on their arrival Mr. Capper introduced the party to the Acting-Governor. On behalf of the Chinese Visitors Mr. Capper expressed the patriotic sentintents of the Deputation, who had come to offer their congratulations to the Oueen, and who desired that a telegram might be sent to this effect.

Sir Alexander Swettenham in 'replying, said he was extremely pleased to see such an outburst of patriotism and would gladly wire their kind message to the Secretary of State. Three cheers were then given to the Queen, Lord Roberts and His Honour the Acting Governor, and the whole procession passed through the porch of Government House back to town.

The procession was essentially a lantern one, but there were dozens, nay hundreds of Union Jacks, big and little. The lanterns were very prettily bunched together in places, and o all sorts of colours and designs, conspicuous being those painted with the Union Jack, of which there must have been thousands. There seemed also some idea that magic resides in the figures "1900," for it was on nearly every lantern, many having in addition the names of been dismissed: the section or of the chop which they represented. Two huge "lights" also were rendered extremely conspicuous, by one bearing the inscription "British Supremacy is Liberty," and other, "British Rule is Justice," designed by Mr. Tan Jiak Kim.

Covernment House was beautifully illuminated, and a large number of people were assembled there to watch the specacle, a brilli int one at this point.

The procession was about a mile long, and was quite orderly, groups of the bystanders, Chinese too, raising cheers whenever a specially big Jack came by. It was curious and pleasant to see the Asiatics, away from all Europeans, entering so fully into the celebration, which they evidently understood, for, as a bystander said, "Ini Hari besar, British suda masok Pretoria This, is a great day, British have entered Pretoria.

RIFLE CLUBS: AT HOME AND IN THE EAST.

NDIA NOT ENTHUSIASTIC IN THE MATTER.

Lord Salisbury's suggestion that Rifle clubs

should be freely established in the United Kingdom may be sympathetically received by the public, but the military authorities are not likely to welcome it with any enthusiasm. As the annual musketry reports show, there is the greatest difficulty experienced in getting rifle ranges for the Regular troops, while in the case of the Volunteers the case is regarded almost as hopeless, except in remote country districts. As matters now stand, the War Office, quite lately, has had, to spend several hundred thousand pounds on rifle ranges for the Army, and still the accommodation is said to be deficient. The expenditure would certainly run to millions sterling if the Volunteers, or ordinary persons' forming clubs at Lord Salisbury's suggestions, are to be provided with ground on which to perfect themselves in shooting. In India the case is different, and it would be possible out here to form rifle clubs in all important stations where there are groups of Europeans and Eurasians, whether these belong to the Volunteers or not. The idea has been put forward very strongly in one of the Indian sporting papers, but it does not yet seem to have attracted much attention. I nected-with military affairs, and a good opportunity would now seem to offer for some rates were issued to responsible person for the

HONOLULU.

According to an American contemporary, or the recommendation of the Committee on Naval Affairs, the Senate has made an appropriation of \$3,000,000 for the construction of a cable line from San Francisco to Honolulu. Concurrent action of the house will be necessary to enable the navy department, under whose supervision the line is to be constructed, to proceed with the work. The preliminary work has already been completed by navy officers, so that the construction can be taken up at once should the measure meet with the approva of the house and the president. This would be the beginning of a government cable line to the Orient, and, instead of being dependent on he service of a private corporation which asks for an annual subsidy from the government the people would own and operate the line and share in whatever profits the business may

The line to Honolulu is in the nature of an experiment in government ownership of cables. It does not follow that the extension to the Orient will be from Honolulu should the cable prove a success. Tris possible that even the northern route by way of Alaska may be selected, as that route is much the shorter and offers far less difficulties in construction than a line from Honolulu by way of Guam to Japan and Manila. That much was indicated during the

debate preceding the appropriation. The main point is that the U.S. Senate has declared in favour of government ownership of the proposed line and, by implication at least, against granting any subsidy to a private corporation. There is no wire connection now with the Hawaiian islands. Since they have been annexed to the States, such connection is indispensable, as at least-two weeks' time is required or in any other country. to send an inquiry and receive an answer from there. The cable will therefore prove a good investment, and, constructed and operated by the U.S. Government, rates can be made low enough to make the line one of the busiest and best-paying of any in existence.

GENERAL WHEELER PROMOTED

New York, June 10th. Brigadier-General Joseph Wheeler, formerly first-class coach. But on the inside it is partion service in the Philippines has been promoted to be a Brigadier-General in the U.S. Regular Army. The promotion is the result of an administration bill recently introduced authorizing President McKinley to appoint The annual report of the British Resident of three volunteer officers as brigadier-generals, Pahang chronicles a revenue of \$375,350, an in- with a view to their retirement. General crease of \$150,494 or 66,93 per cent. Enhanced Wheeler is the first to be promoted under the from this on to the time of the Democratic farm rents and increased duty on tin and bill, which is designed to benefit also General gold are the main factors in this encouraging Fitzhugh Lee and General James H. Wilson, of his time in the South, from which the outboth of them volunteer officers, who will be But the expenditure was \$198,941 in addition given rank as brigadier-generals in the regular mise the best results, as his friends in the to which \$1,315,089 were charged up as Pahang's service, and subsequently retired. - Manila

SOUTH AFRICAN ITEMS.

May 26th-27th,

The Retreat of the Boers. An unofficial message from Vredefort, fomerly known as Heilbron road station, 35 miles from the Vaal, confirms the news that 5,000 of the enemy have crossed the river. They have effectually destroyed the railway and evacuated every post south of the river.

Free State Deserters.

Some 1,200 Free Staters deserted at the

The British Advance-

General French is well forward an Generals Gordon and Ian Hamilton are received ing wholesale surrenders. Pretoria messages, dated Briday, state that the British are advancing by Schoemansdrift.

A False Report.

Christian De Wet announces from Frankfort that the Boers have reoccupied Heilbron, which is obviously false.

Mr. Steyn on Lord Roberts's Amnesty.

Mr. Steyn has vigourously harangued the been withdrawn, with the result that hundreds | any Power whatever into his domains. of waverers have refrained from surrender for fear of being sent to St. Helena."

Dismissal of Engineers. Both state engineers, having protested against the proposed destruction of the mines, have

Issue of Paper Money. The Pretorial government are issuing paper

Mafeking. The Church parade at Mafeking on Sunday lvas a brilliant affair.

Our Latest Major-General. . Major-General Baden-Powell insists he is it the best of health, and despite the protestations of his friends he insists on remaining at the

Boers to the East of Mafeking. east of Mafeking. They were sick of the siege and declare that Commandant Eloff was sold by Snyman, who has the reputation of being a cruel, bully: General Snyman credits General Baden Powell with supernatural powers, General Snyman has always sworn if ever Mafeking was relieved the Boer cause would be lost,

Boers Near Natal.

Various estimates put the strength of the Boers at Vryheid at 1,000 and at Laingsnek at 2,000. There are also patrols at the Buffalo river and a large semi-circle extending from stepped up to the "takht-rewan" and made the Majuba to Pogwani is being fortified and entrenched. Six guns have been placed in position and are visible. Other accounts state the main forces are all making for Heidelberg.

The Ambuscade.

. Colonel Bethune reports that the ambuscade was due to Captain Goff's impetuously attacking Christian Botha's entrenched commando without awaiting reinforcements. Lieutenants Lasham and Maclachlan were killed, nine were captured and the rest of the squadron killed and wounded.

Beyond Ficksburg.

General Rundle is still at Trommel. Two laagers are visible but the enemy are disinclined to fight and are making in the direction of 2,000 others beyond Ficksburg, which has been taken, the landdrost being imprisoned.

The Basutos.

The Basutos are delighted because 50 of their men have been selected to police the Ladybrand district.

A Trooper Recommended for the V. C.

General Rundle has recommended a teooper for the Victoria Cross for returning and lifting Mr. Winston Churchill on to his saddle during a scouting skirmish at Wakkerstroom at the end of April.* Both Mr. Churchill and the trooper escaped unhurt.

ADMIRAL DEWEY'S CAMPAIGN TRIP.

A Washington despatch says :- All reports to the effect that Admiral Dewey has changed his mind in regard to becoming a candidate for President are denounced by him as "without foundation." He has been at work preparing a statement as to the platform he favours, there were rumors that it would be furnished for publication very soon. When the Admiral made his original announcement he gave it to a New York newspaper, which, he said, had first proposed him as a candidate for President. Some of the rival Democratic newspapers were very much displeased over the matter and then the Admiral said that any further communications he had to make on the subject would be given to the press associations, so that all newspapers would get it. He has been informed by some astute politicians that it will be to his benefit to get the wildest publicity possible for everything he has to say in the future.

The Admiral has decided to make a swing around the circle. He is to visit a number of cities in the West, and is to make another trip to the South, going to New Orleans. The train that has been fixed up by the Baltimore and Obio Road for the Admirals' trip to Chicago, St. Louis, Memphis, Nashville, Knoxville, and elsewhere, indicate that the Admiral "means business." It will be one of the most luxurious train outfits that has ever been used in America

The Admiral and Mrs. Dewey have for their personal use one of the so-called "business" cars of the company, which contains all the modern improvements for pleasant and comfortable travelling. In addition he has two other cars of a peculiar character. One is known as the "club car," which was christened by the famous Gridiron Club, of Washington, when the members went to New York to dine with the Lotus Club. On the outside the car looks like a cularly well arranged to receive friends and to hold conferences with committees and such other persons as may call on the Admiral. The third car of the special train has a baggage compartment, six sleeping sections and two

large bathrooms. The Admiral expects to be a very busy man National Convention, spending the greater part look of delegates is said by his friends to pro-North think that his presence in that part of the country will not be so necessary.

THE AMIR AT HOME.

DESCRIBED BY A LADY RESIDENT IN

The Simla correspondent of the Daily Mail writes:-Mrs. Martin, the wife of Mr. Frank Martin, whose interesting interview with the Amir was recently communicated to the London newspapers, has lately left Kabul and is at present staying in Simla.

Mrs. Martin is one of the very few Englishwomen-or Europeans of either sex for the matter of that-who have journeyed through Afghanistan and taken up their residence in the Amir's capital. Mrs. Martin has very kindly given me a few of her impressions of the place and the people, and what she says is not interesting because she is the latest European arrival from Kabul, but because her impressions; many of them, differ very materially from those recorded by previous observers,'

Mrs. Martin, no doubt, saw Afghanistan with -cyes-absolutely-unbiassed, and with-a-mind clear from the disturbing element of politics, which, of course, cannot be said of the majority of previous residents in Kabul

Still, I may mention one interesting point she did make in her conversation with me respecting the political situation. I-mentioned the rumour that a Russian Consul had been appointed to Kabul, but was informed that the Amir is reported to have said that he would Boers, declaring Lord Roberts's annesty has rather rot under a stone than allow a Consul of Viewed from without the pale of politics, and

solely in the role of a Mahomedan gentleman, the Amir, from Mrs. Martin's account, appears to have a most engaging personality. Mrs. Martin intends returning to Kabul nex

HOW THE AMIR'S ORDERS ARE OBEVED. Mrs. Martin says that the roads to Kabul are fearful. To get there you have to obtain the permission of the Amir and a pass to take you across the frontier from the British authorities.

Mrs. Martin was accompanied on her journey by the lady doctor, Mrs. Daly, who has taken Miss Hamilton's place at the Afghan capital, and who was the only other European lady in Kabul. Next year there will probably be a German lady there in addition, as one of the European residents, a German, has gone home to get married and will take his wife back to Kabul with him.

Mrs. Martin travelled in a "takht-rewan," which is a sort of sedan-chair with a horse at each end for bearers. Going up she was terribly frightened of her ferocious looking Afghan escort, but afterwards, when she got The burghers have rallied ten miles to the to know them better, she preferred them to British native troops, and was very nervous when her own Afghans on the return journey handed her over to the Khyber Rifles at Lundi ! Kotal to be escorted through the pass. The chiefs all along the route were most courteous, and owing to the implicit commands which they had received from the Amir they took most elaborate, precautions for her safety, as the following story will show.

On the journey down from Kabul, Mrs. Martin and her little boy arrived one morning in the territories of the Chief of Decca. The sartif, arrayed in all his robes of state,

usual salutations. "You must stop here," he said, laying his hand on the shaft of the vehicle. "But I won't | 8 p.m .- Regular Meeting of the Lion and stay here," said Mrs. Martin; "I want to go on." "But it is the Amir's hookum (order) | Cargo ex Giscla subject to rent that you stay here," cried the sartif, greatly distressed. "The pass is closed, and your escort would not be able to go with you. If anything should happen to you, what would happen to ine? I am responsible to the Amir

for your safety, and you must not go on." And so Mrs. Martin, seeing that he was really alarmed, stayed there until the pass was

The Amir, when Mrs. Martin left Kabul, was. perfectly well, except, of course, that his gout prevented him, as it has for years, from walking or standing on his feet, and Mr. Martin had made him a bath-chair. Mr. Martin is, an engineer, but he is called upon to make, or superintend the making of every sort of thing, from bath-chairs to smokeless powder. He spends his whole day in the workshops, THE AMIR AND THE WAR.

Abdul Rahman gets very angry when he receives newspapers containing reports that he is dead. He gets nearly all the papers, English, Russian, and German, and he-takes the keenest interest in the war, runners bringing him the latest telegrams daily from Peshawur. He is a handsome man still, Mrs. Martin tells me, and dresses in European fashion, but he sits, as is the fashion among all Eastern men of rank, upon a "charpoy" or native bedstead, covered with rugs. The reception-room in which he receives visitors is furnished in every other respect like an ordinary English drawing-room, and the room is always full of lovely flowers. Mrs. Martin says that the Amir is a most courteous man, and that she has most agreeable memories of Kabul and the Amir's kindness to all the English there. He makes every effort to-make their lives comfortable and pleasant. The English are treated with the greatest courtesy

by both Amir and subjects. There were four other Europeans in Kabul when Mrs. Martin was there besides herself. The house in which she lived at Kabul was formerly a harem and is enclosed by a huge wall with strong gates.

A guard of fifteen of the Amir's senoys guard it day and night, and by the Amir's orders no member of the household is allowed out with-

THE BICYCLE IN KABUL. Mrs. Martin took a bicycle to Kabul, and she is the first woman who has ever ridden a cycle in the streets of Kabul. The "Queen! was struck with admiration, and having ordered a costly machine from England, sent for Mrs. Martin to teach her to ride it, but after one or two attempts she grew weary of trying to balance herself, and the bicycle has been an ornament of the harem ever since.

THE KAISER'S SON.

-- ORIENTAL TOUR.

VISIT TO INDIA.

The Committee of Ambassadors at Berlin are arranging for an Oriental tour, including India, for the Crown Prince. Lord Curzon has been apprised of the Kaiser's wishes in the matter.- India.

SHIPPING REPORTS.

Capt. C. Wallis, of the steamship Enma Luyken, from Chefoo, reports:-Light winds and rainy.

Captain P. E. Glahn, of the steamship Siam, from Singapore, reports :- Fine weather with Capt. R. Hempel, of the steamship Witten

berg, from Hamburg and Singapore, reports:-Fine weather all the way. Captain Davis, of the steamship Halmun,

from Swatow, reports :- Fresh S.W. winds, hard squalls, with continuous rain. Vessels in Swatow :- Dagmar, Keong Wai, and Ping

NOTANDA.

CALENDAR

Meteorological means based on fifteen years' observations to 1808. Humidity83.0 Rainfall 16:496

TO-DAY. WEATHER REPORT. On date at On date at-Baroineter...... 29.58 Temperature 78

Humidity 96 Rainfall 5.26 _____TO-DAY...... Friday, 15th June, 1900. Chinese - 19th of 5th moon of 26th rear of Wittenberg, German steamer, 2,366, R

Kwang-sü. Sun-Kises 5hr. 18min. Sets 6hr. 43min. High water-Morning 9hr. 36min. Asternoon zohr. 50min. Low water-Morning 3hr. 7min. Afternoon 5hr. pnin. ANNIVERSARIES.

1215-Magna Charta signed. 181 -- Wat Tyler killed. 1866-War declared between Prussia, Italy and

1867-Hope Dock, Hongkong opened. 1881-Hongkong Telegraph newspaper started. 1888 -- Empress Frederick died. 1806-Seismic disturbances in Japan 37,490

1800-Venezuela Arbitration tribunal assembled at Paris. 1899---Collision between Bluecher and Poelitz

former sank, many lives lost. TO-MORROW.

'Saturday, 16th June, 1900. Chinese-20th of 5th moon of 26th year of Kroang-sii. Sun-Rises 5hr. 18min. High water-Morning tohr. 24min. Afternoon ohr. omin. Low water-Morning 3hr. 49min. Afternoon 5hr. 48min.

ANNIVERSARIES. 1722 - Death of the Duke of Marlborough. 1815-Battle of Quatre Bras. 1842-Woosung taken by the British.

1877-New native tax imposed on shipments by foreign vessels at Newchwang. 1806 - Dr. Jameson committed for trial. 1898-H: M.S. Waterwitch arrived on China station—Amounty of Behring Sea

award paid over to Sir Julian Pauncefote at Washington. 1809 - Fire at Godowns 24 and 25 Praya West Hongkong estimated damage \$150,000.

AGENDA

TO-DAY.

Rose Lodge.

TO-MORROW. Sports at Mount Austin.

MONDAY, 18th.

5 p.m.-C. & M. S. N. Co.'s steamer Menmuir leaves for Manila (direct). 3 p.m.—Special General Meeting of members of the Hongkong General Chamber of Commerce, at the Chamber Rooms.

City Hall. 4 p.m. -- C. N. Co's steamer Sungklang leaves for Manila.

8.30 p.m.—Regular Meeting of the Victoria Preceptory and Priory Lodge at Freemasons' Hall.

TUESDAY, 19th

Noon--O. & O. steamer Coplic leaves for San Francisco via Amov etc. 3.30 pm.-Public Auction Sale of Building Land (K. I. L. No. 524) at Messrs. Hughes and Hough's Sales Room. 4 p.m .- I. C. S. N. Co's steamer Loongsan

leaves for Manila. Cargo ex Bayern subject to rent.

* THURSDAY, 21st.

4 p.m.-C. M. S. N. Co.'s steamer Esmeralda leaves for Manila via Amoy. 5 p.m.—E. & A. S. Co.'s steamer Australian leaves for Australia.

 WEDNESDAY, 20th. C. M. S. N. Co.'s steamer Chingwo leaves for London via Manifa.

Noon-N. Y. K. steamer Hiroshima Mark Lleaves for Bombay via Singapore and

ERIDAY, 22nd.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (America Maru) to morrow. French (Sydney) to morrow. Canadian (Empress of India) 18th inst. Indian (Suisang) 19th inst. American (City of Peking) 25th inst. American (Guelic) 4th prox.

The N. P. S. Co.'s steamer Glenogle, has arrived at Yokohama and sailed for Hongkong

The N. Y. K.'s steamer Wakasa Maru, (European Line) left Singapore for this port on the 14th inst., and is expected to arrive here on | and heart as a hand might impede the pendulum of the 19th inst.

HONGKONG AND WHAMPOA DOCK RETURNS. U.S.S. Monterey at Kowloon Tock. U.S.S. Oregon...., " W. H. Smith ;, Hainan ,, Changsha Freiburg Falshan Cosmopolitan Goodwin

Tain O'Shanter ,,

PASSED THE CANAL. Outward-22nd May-Sydney, Vindobona, Pathan, Calanda, Koln, Loostakken, Sniksiang, Bayern, Indravelli. 25th May Stentor, Tonkin, Wakasa Maru, Chittagong. 29th May-Rings Maru, Valetta, Kintuck, Arana, Dresden. 5th Juno-Savoia, Holsatia, Tamba Maru, Stuttgart. 8th June-Kanagawa Maru, Mavie Nalerie, Calchas, Ersherzog, F. Ferdinand,

Tonkin, Malla, Eva. Homeward-sth June-Malacche 8th June -Prousen tath June-Ixion

12th June -Arat, Clio, Marle Valerie, Courles

Arrivals at Home oth June Binge Maru, Bruest Simons, Saxonia. 13th June-Prins. Heinrich, Sibiria, Tumba Maru, Machaon.

Whipping.

EMMA LUYKEN, German steamer, 1,185, C. Wallis, 14th June,-Chefoo 9th June. Beans and General .- Heung Sing S. S. Co. Stam, Danish steamer, 2,489, P. E. Glahn, 14th June, Singapore 8th June, General,-Melchers & Co.

HAIMUN, British steamer, 636, W. Davis, 16th June,-Swatow 14th June, General.-Douglas, Lapraik & Co. SUNGKIANG, British steamer, 1,021, S. W.

Moore, 15th June,-Manila 12th June, General.-Butterfield & Swire. KAGOSHIMA MARU, Japanese steamer, 2,652, R. Nunome, 15th June,—Bombay via Singa-pore 9th June, General.—Mitsui Bussan Kaisha.

Hempel, 15th June,-Hamburg 29th April, and Singapore 9th June, General .-Siemssen & Co. L. Schepp, American ship, 1,673, Chas. S.

Kendall, 15th June,-Hakodate 6th May, Ballast .- Master. APENRADE, German steamer, 850, Bendixen, 13th June,-Haiphong 12th June, and

Hollow 14th, Rice.—Jebsen & Co. HANOI, French steamer, 507, Goodman, 15th June,-Haiphong and Hoihow 14th June,-General.-A. R. Marty.

Clearances at the Harbour Office. Saikong, British str., for Samsui. Progress, German str., for Touron Kulsang, British str., for Swatow. Benvenue, British str., for Moji. Mongkut, British str., for Bangkok. Thales, British str., for Hongay. Formosa, British str., for Swatow.

Departures. June 15, Shanvi, British str., for Wulfu. June 15, Loosok, British str., for Bangkok, June 15, Sishan, British str., for Swatow. June 15, Formosa, Brilish str., for Swatow. June 15, Kneongsang, British str., for Canton. June 15, Kansu, British str., for Canton. June 15, Drummond, British str., for S'pore.

June 15, Kulsang, British str., for Singapore. Passengers-Arrived Per Siam, from Singapore -253 Chinese. Per Haimun, from Swatow-24 Chinese.

Per Wittenberg, from Singapore-too Chi-

Per Emma Luyken, from Chefoo-12 Chi-

Per Kagoshima Maru, from Singapore-Miss J. J. Efford and baby, 211 Chinese and 2

STEAMERS EXPECTED.

Names.	From	Duc.
Sydney	Saigon Shanghai Shanghai Shanghai Singapore Singapore Singapore Singapore Japan Japan Vladivostock	To morrow To-morrow June 18th June 18th June 18th June 18th June 19th June 21st June 25th June 27th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings". are now published in these columns, and in so doing respect-fully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already sup-plied profit with the latest available information every day.

DON'T LET THE CLOCK RUN

"The human body," says a great physician, "is's seventy-year wlock.

Yes, and like all other clocks the time it will run depends, largely on how it is treated. Take the pendulum weight off the end of the wire and your clock will rattle away at the rate of half a dozen hours in one. Neglect it and it will run irregularly; now fast, now slow. Break the mainspring, or a wheel, and it stops instantly. Tuke intelligent care of it and a good clock will serve your grandchildren.

as faithfully as it now serves you. There is an important difference, however, between your clock and your body. Even after your clock is completely run down, and at a standstill, you can wind it up and set it going again. Not so with the Lody. Once stopped it goes no more.

We know the limits of his meaning perfectly well, yet, speaking literally, Mr. Matthew L. Brown was not " completely run down" at the time he refers to, Thankful we are, and more thankful still he is, for that. But he was frightfully near it. The prindulum beat very slowly and weakly, and the hands could scarcely be trusted to fell the true time. "About five years ago," writes Mr. Brown, "I

was completely run down. I lost my appetite. I could get nothing to lie on my stonach. Sometimes; I would take dizzy spells and nearly fall down, and would see black dots before my eyes. It kept getting worse all the time. "I tried different patent medicines; they gave me no relief. I kept getting worse. I tried two of the

best doctors in the place; they did me no good: 1 was obliged to take to my bed, . "I would take faint spells and my heart would beat and flutter, and I would hearly smother for breath. I felt more like dying than living."

[These fainting or sinking spells of which Mr. Brown speaks are a peculiar feature of the disease ho was suffering from. Only modern physicians, and not all of them, understand their gravity, or have given them the study they call for. No sensation is more ularming, none more demoralising to the patient. While-they last the angel of death seems to have folded his wings over the sufferer's pale and auxious face. The cause is a poison in the blood arising from continued fermentation of food in the stomach. It acts upon the nerves of the brain, lungs,

"I began to think," adds our correspondent, " that I never should get around again. My wife wanted me to try Mother Seigel's Syrup. I said I didn't think it was any use. She went and got a hottle of Mother Selgel's Syrup, and before I had taken it all. Price able to go to my work!

"I linve taken several, bottles since. I am now, able to work as hard as over. I would advise any one that is suffering as I was to try Mother Selgel's Curative Syrup, and it will not he in vain. Yours truly (Signed): Matthew L. Brown, East Mapleton, March. 28th, 1805.

Our friend laboured under a profound attack of indigestion or dyspepsis. The symptoms he described. were due to its effects upon the nervons system, and through that upon other organs. It follows that the medicine to avail him must be one invine power to expol existing impurities from the blood, rowe to action the stomach and liver, remier nutrition. possible by means of the restored digestion, and sogive new life to the whole body.

This is what Mother Seigel's Syrup did for our correspondent/hud does for all who appeal to it under like circumstance. It winds up the clock before the pendulum has reased to swing. But keep an eye to that bodily clock of yours, and don't let it run so far down. In other words, the very hour you feel the first sign of illues take a dose of Mother Seigel's Sysup.

PAMPHLET

SOME SERIOUS LOCAL PROBLEMS A FEW SUGGESTION FOR DEALING

WHITH THEM. BEING A LEGIURE DELIVERED

THE ODD VOLUMES SOCIETY.

Mr. H. D. POLLOCK, 💸 - Barrister at-Law.

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Hongkong, 1st June, 1900.

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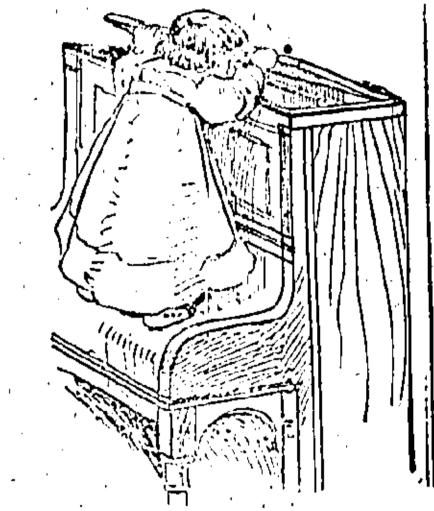
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· FOR MANILA. THE Company's Steamship '

J. "SUNGKANG,". Captain Moore, will be despatched as above

on MONDAY, the 18th instant, at 4 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 11th June, 1900. THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

"ANPING MARU," Captain J. Saito, will be despatched for the above Ports, on WEDNESDAY, the 27th instant,

at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Hongkong, 13th June, 1900. "BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL. THE Steamship

"BENALDER," Captain C. K. McIntosh, will be despatched as above on or about THURSDAY, the 5th July. For Freight or Passage, apply to-GIBB, LIVINGSTON & Co.,

Hongkong, 13th June, 1900.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "ETTRICKDALE,"

will be despatched for the above Port on or about the 6th July, and the S.S. "SIKH" on or about the 13th July. They will be followed by the S.S. "AFGHANISTAN."

For Freight, apply to DODWELL & CO. LIMITED,

Hongkong, 11th June, 1900.

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"ACARA!" Port on or about the 15th July. For Freight, apply to SHEWAN, TOMES & Co.,

Hongkong, 1st June, 1900.

Shipping.

STEAMERS. AUSTRIAN LLOYD'S STEAM NAVIGA

TION COMPANY. STEAM TO YOKOHAMA AND KOBE

THE Company's Steamship Captain R. Mitis, will leave for the above places, TO-MORROW, the 16th instant, P.M. For Freight or Passage, apply to

SANDER, WIELER & Co., Hongkong, 11th Jame, 1900. THE OSAKA SHOSEN KAISHA,

FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

"TAMSUL MARU," Captain H. Nagata, will be despatched for the above Ports, on SUNDAY, the 17th instant,

at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

FOR MANILA (DIRECT). THE Company's Steamship

Hongkongerith June, 1900.

" MENMUIR," Captain R. W. Almond, will be despatched as above on MONDAY, the 18th instant, at 5 P.M. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

X Doctor is carried. For Ereight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 8th June, 1900. INDO CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA, THE Company's Steamship

LOONGSANG? Captain Weigall, will be despatched as above on TUESDAY, the 19th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight, apply to JARDÍNÉ, MATHESON & Co., General Managers. [7616 Hongkong, 13th June, 1900. THE CHINA MUTUAL STEAM NAVIGA

TION COMPANY, LIMITED. FOR LONDON VIA MANULA. --THE Company's Steamship

" CHINGWO," H. Harris, Commander, will be despatched as above on WEDNESDAY, the 20th instant. For Freight, &c., apply to JARDINE, MATHESON & Co.,

Agents. Hongkong, 7th June, 1900. THE CHINA AND MANILA STEAM-

SHIP COMPANY, LIMITED. FOR MANILA VIA AMOY. THE Company's Steamship

""ESMERALDA" Captain Blaxland, will be despatched for the above Ports, on THURSDAY, the 21st instant,

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric A Doctor is carried.

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to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

-"AUSTRALIAN," Captain Helms, will be despatched as above on THURSDAY, the 21st instant, at 5 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions. Ice, &c., throughout the voyage.
This Steamer is installed throughout with the

Electric-light. A Stewardess and a duly-qualified Surgeon N.B .- Return Tickets issued by this Company to and from AUSTRALIA, are available for

return by the Steamers of the CHINA NAVIGA-TION COMPANY and vice versa. For Freight or Passage, apply to GIEB LIVINGSTON & Co.,

Hongkong, 6th June, 1900. OCEAN'STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ANTENOR," Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June. For Freight, apply to BUTTERFIELD & SWIRE,

Hongkong, 17th May, 1900.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship -

"MENELAUS," Captain Towell, will be despatched as above on TUESDAY, the 10th July. For Freight, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 4th June, 1900.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"STENTOR," will be despatched for the above | Captain Jackson, will be despatched as above on TUESDAY, the 24th July. For Freight, apply to Annual Property BUTTERFIELD & SWIRE,

Hongkong, 14th June, 1900.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S



SPEED. SAFETY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES:

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.WEDNESDAY, 18th July. EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 8th August.

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STEAMERS.

17/4 INLAND SEA OF JAPAN AND

PROPOSED SAILINGS FROM HONGKONG.

Shanghai, Nagasaki, Tuesday, 19th June,

Nagasaki, Kobe, In- (Saturday, 14th July,

particulars of the various Routes may be ob-

Special rates (First-class only) are granted

Passengers who have paid full fare, re-em-

(or vice versa) within one year, will be allowed

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PERSIAN GULF, CONTINENTAL and

"CLYDE,"

. Silk and Valuables, all Cargo for France,

Acting Superintendent

. AMERICAN PORTS.)

THE Steamship

PORTS, PLYMOUTH AND LONDON.

at Noon.

Tuesday, 7th August,

at Noon.

🚅 🔧 HONOLULU.

Coptic (via Amoy,

Robe, Inland Sea,

Yokohama and-

Gaelie (via Shanghai,

land Sea, Yokohama

Dorie (via Shanghai,

Nagasaki, Kobe, In-

land Sea, Yokohama

tained upon application.

San Francisco.

Queen's Building.'

Hongkong, 11th June, 1900.

THE Company's Steamship

and Honolulu).

and Honolulu).

Honolulu).

Pedibil's Street. OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NORTHERN

VIA SHANGHAL INLAND SEA; KOBE, AND YOKOHAMA.

HONGKONG. V --FOR VICTORIA, B.C., AND TACOMA, . . IN CONNECTION WITH

FOR PORTLAND, OREGON,

OREGON RAILROAD AND NAVIGA-TION COMPANY.

Argyll 2,907 | S.Thomson | June 30 Monmonthshire | 2,874 | J. Kennedy | Aug. Braemar | 3,601 | W. Watt ... | Aug. 25 ; Argyll 2,907 | S. Thomson | Sept. 15

I the very cheap rates offered by the Line, HONGKONG TO LONDON £47. Excellent accommodation. First-class Ta- LU, on TUESDAY, the 19th instant, at Noon.

HONGKONG TO NEW YORK £41. of the Roct.y and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of

HONGKONG TO TACOMA £28. Rates of Passage to other Points on application. Special rates allowed to members of Government Service's

Coast Points, and to Canadian and United to Government officials and their families. States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with the Company's Office until Five P.M. the day address marked in full) by 5 P.M., on the day previous to sailing. previous to sailing. -

DODWELL & CO., LIMITED, General Agents. Hongkong, 14th June, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

. IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

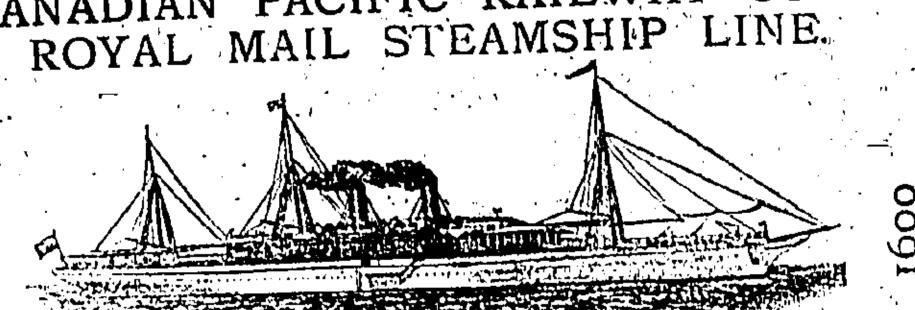
PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO,

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c. Thyra 3,812 | about | June 30 about | Aug. 20 | (Through Bills of Lading issued for BATAVIA, Carlisle City..... 3,002 Strathgyle 5,023 | about | Sept. 15

THE Steamship "THYRA,"

Noon, taking Passengers and Cargo for the on or about SATURDAY, the 30th instant. ... Through Bills of Lading issued to any point above Ports. in the United States. Cargo will be received on board until 5 P.M. and Tea for London (under arrangement) will [725b | the day previous to sailing. Parcel packages | be transhipped at Colombo into a steamer will be received at the Office until the same proceeding direct to Marseilles and London;

in full. Value of same is required. sent to the Company's Office, addressed to the Value of all Packages are required. Collector of Customs, San Diego. For futher information as to Freight or the terms and conditions of the Company's Passage; apply to Bills of Lading:



PUNCTUALITY. ..

(CALLING AT SHANGHAI,-NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 27th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND ESEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, Japan Governments.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated through which the Railway passes.

Hongkong, 6th June, 1900.

STEAMSHIP COMPANIES.

PROPOSED SAILINGS FROM

NORTHERN PACIFIC RAILWAY CO. Glenogle | 3,750 | W. Frakes... | July 3 QueenAdelaide 2,832 | F. McNair ... | July 25 Duke of Fife | 3,821- | J. S. Cox | July 28 Victoria | 3.502' | T. Panton ... | Aug. 7

IN CONNECTION WITH

ITHE attention of Passengers is directed to

bles. Doctor and STEWARDESS carried. LAND SEA OF JAPAN, and call at Honolulu, The Railroad travelling is second to none on journey at any point en route. the American Continent. Magnificent Scenery

the first class ATLANTIC MAIL LINES.

to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Through Bills of Lading issued to Pacific Officials in the service of China and Japan, and

barking at San Francisco for China or Japan a discount of 10 per cent. This allowance does

For further information apply to

VIA INLAND SEA OF JAPAN AND HONQLULU

will be despatched for MOJI, KOBE, YOKOV Captain E Street, carrying Her Majesty's HAMA, SAN DIEGO & SAN FRANCISCO, Mails, will be despatched from this for on or about SATURDAY, the 30th instant.

time. All parcels should be marked to address other Cargo for London, &c., will be conveyed vid Bombay with Transhipment. Consular Invoices, to accompany cargo des- Parcels will be received at this Office until tined to Points beyond San Diego, should be P.M. the day before sailing. The Contents and

For further Particulars, apply to ... BUTTERFIELD & SWIRE, Hongkong, China and Japan. [28] Hongkong, 9th June, 1900. Hongkong, 11th June, 1900

Mails.

YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

SAILING DATES. DESTINATIONS. STEAMERS. KAGOSHIMA MARU....... [MOJI, KOBE and YOKOHAMA...] Tuesday, 19th June, a R. Nunome SHANGHAI, CHEMULPO and Tuesday, 19th June, MIKAWA MARU NAGASAKI...... M. Takahashi BOMBAY, VIA SINGAPORE and FRIDAY, 22nd June, at HIROSHIMA MARUCOLOMBO S. Tsuji NAGASAKI, KOBE and YOKO-I SATURDAY, 23rd June, a YAWATA MARU..... A. E. Moses MARSEILLES, LONDON & ANT-) FRIDAY, 29th June, at INABA MARU..... WERP, VIA SINGAPORE, PENANG, }

W. Bainbridge COLOMBO and PORT SAID SYDNEY and MELBOURNE, VIA) FRIDAY, 29th June, FUTAMI MARU..... MANILA, THURSDAY ISLAND, }]; Thom TOWNSVILLE and BRISBANE

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A.S. MIHARA.

Hongkong, 6th June, 1900.

NORDDEUTSCHER LLOYD.



HAMBURG-AMERIKA

(Freight Service.) (Freight Service.) (Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS. ARMENIA	_	SUBJECT TO ALTERATION.		
HAVRE and HAMBURG July. Freight Hempel (London with transhipment in Hamburg) About 31st Freight *SAVOIA (London with transhipment in Hamburg) July. Passa Jäger Javer Javer About 8th Freight HAVER and HAMBURG. About 8th Freight HAVER and HAMBURG. About 8th Freight HAVER and HAMBURG. About 8th Freight HAVER And HAMBURG. About 8th Freight HAVER And HAMBURG. About 8th Freight HAVER And HAMBURG. About 8th Freight HAVER And HAMBURG. About 8th Freight HAVER And HAMBURG. About 8th Freight HAVER And HAMBURG. About 8th Freight HAVER And HAMBURG. About 8th Freight HAVER And HAMBURG. About 8th Freight HAVER And HAMBURG. About 8th Freight HAVER And HAMBURG. About 8th Freight HAVER And HAMBURG. About 8th Freight HAVER And HAMBURG. About 8th Freight HAVER AND HAMBURG. About 8th Freight HAVER AND HAMBURG. About 8th Freight HAVER AND HAMBURG. About 8th Freight HAVER AND HAMBURG. About 8th Freight HAVER AND HAMBURG. About 8th Freight HAVER AND HAMBURG. About 8th Freight HAVER AND HAMBURG. About 8th Freight HAVER AND HAMBURG. About 8th Freight HAVER AND HAMBURG. ABOUT HA	ARMENIA Ostermann SAMBIA G. Schmidt WITTENBERG Hempel *SAVOIA -jäger	DESTINATIONS. NEW YORK. (via Suez Canal.): HAVRE and HAMBURG. (London with transhipment in Hamburg) HAVRE and HAMBURG. (London with transhipment in Hamburg) HAVRE and HAMBURG. (London with transhipment in Hamburg) HAVRE and HAMBURG.	Alling DATES. About 30th June. About 2nd July. About 17th July. About 31st July. About 8th	Freight. Freight. Freight Passag Freight Passag

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU. will be despatched for SAN FRANCISCO, via PROPOSED SAILINGS FROM HONGKONG. AMOY, SHANGHAI, NAGASAKI, KOBE, AMERICA MARU (via) INLAND SEA, YOKOHAMA & HONOLU-Shanghai, Nagasaki, Tuesday, 26th June, Kobe, Inland Sea,

Steamers of this line pass through the INat Noon. Yokohama & Honoand passengers are allowed to break their HONGKONG MARU (via Shanghai, Naga-Through Passage Tickets granted to Eng-Saturday, 21st July, saki, Kobe, Inland land, France and Germany by all trans-Atlantic Sea, Yokohama and lines of Steamers, and to the principal cities Honolulu) of the United States or Canada. Rates, and

> Shanghai, Nagasaki, Thursday, 16th Aug., Inland Sea, at Noon. Yokohama & Hono-

NIPPON MARU (via

THE Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, KOBE, INLAND via SHANGHAI, NAGASAKI, KOBE, IN-SEA, YOKOHAMA and HONOLULU, on LAND SEA, YOKOHAMA and HONO-TUESDAY, the 26th instant, at Noon, taking LULU, on THURSDAY, the 5th July, at States, and Europe.

LAND SEA OF JAPAN, and call at HONO: LAND SEA OF JAPAN, and call at Honolulu, LULU, and Passengers are allowed to break and passengers are allowed to break their Through Passage Tickets granted to England, Through Passage Tickets granted to England, their journey at any point en route.

obtained on application. Passengers holding through ORDERS TO | Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail EUROPE have the choice of Overland Rail routes from San Francisco including the Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, SOUTHERN PACIFIC, CENTRAL PACI-Union Pacific, Denver and Rio GRANDE, FIC, UNITED PACIFIC DENVER and and Northern Pacific Kaleways; also the RIO GRANDE, and NORTHERN PACIFIC KALEWAYS; also the RIO GRANDE, and NORTHERN PACIFIC KALEWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND the regular tariff rate. CITIES in the United States have between San Francisco and Chicago, the option of the Union Pacific, Denver and Rio Grande, and other direct connecting Railways and from Chicago to destination the choice of direct DENVER and RIO GRANDE, and other

Special rates (first class only) are granted to on application. Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Missionaries, members of the Naval, Military, officials in the service of China and Japan, and Diplomatic, and Civil Service, to European. to Government officials and their families. Through Bills of Lading issued for trans- to Government officials and their families. portation to Yokohama and other Japan Ports,

in Mexico, Central and South America, by the Company's and connecting Steamers. Freight will be received on board until 4 Company's and connecting Steamers. P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full | value of same is

Havana, Trinidad, and Demerara, and to ports

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's United States should be sent to the Company's Office in Scaled Envelopes, addressed to the - Shippers are particularly requested to note Collector of Customs at San Francisco. For further information as to Passage and

> Quech's Building. C. L. GORHAM, Acting Agent [5] Houghong, and June 1900

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU. PROPOSED SAILINGS FROM HONGKONG. City of Peking (via) Shanghai, Nagasaki, Thursday, 5th-July, \ Yokohama & Hono-

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama at Noon. and Honolulu) Gity of Rio de Janetro

Saturday, Aug. 25th saki, Kobe, Inland Sea, Yokohama and Honolulu)

"CITY OF PEKING." Freight and Passengers for Japan, the United Noon, taking Passengers and Freight for Japan, the United States, and Europe. Steamers of this line pass through the IN- Steamers of this line pass through the IN-

Tjourney at any point en roule. France, and Germany by all trans-Atlantic France and Germany by all trans-Atlantic lines lines of steamers, and to the principal cities of of Steamers, and to the principal cities of the

RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to Passengers holding Orders FOR OVER-LAND CITIES in the United States have, SOUTHERN PACIFIC, CENTRAL PACIFIC, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC,

Particulars of the various routes can be had to destination the choice of direct lines. Particulars of the various routes can be had Special rates (first class only) are granted to Officers in the service of China and Japan, and Through Bills of Lading issued for transportto San Francisco, to Atlantic and Inland Cities ation to Yokohama and other Japan Ports, to

direct connecting Railways, and from Chicago

of the United States, via Overland Railway, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to

address in full ; value of same is required. Consular Invoices to accompany Cargo destined to Points, beyond San Francisco, in the Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco, For further information as to Pussage and Freight, apply to the Agency of the Company, Freight, apply to the Agency of the Company,

Queen's Building.

C. L. GORHAM, Action Agent.

Hopgkong, 11th June, 1900 with

LINIE.

SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

Freight.

Freight and Passage. Freight and Passage.

CARLOWITZ & Co.,

(via Shanghai, Naga-

THE.U. S. Mail Steamship

the United States or Canada. Rates may be United States of Canada. Rates may be obtained on application.

CENTRAL PACIFIC, UNION PACIFIC,

ADJOURNMENT OF CONGRESS.

APPROPRIATIONS, 700 MILLIONS, A HUGE INCREASE OVER LAST YEAR.

NEW YORK, June 8th. Congress has adjourned after making the afforopriations for the fiscal year ending June 30th, 1901. The appropriations for this year amount to seven hundred million dollars, being a large increase on all previous years, and exceeding the appropriations for last year by 238 millions. The appropriations for, 1899 (673 millions), which provided for the enormons expenses of the war, are also largely exceeded.

The increase is due to the large expenditures over the Philippine war and burdens connected with the colonial policy, to the large appropriations connected with the naval programme which provides for the building of a magnificent fleet, and expenditures to be made under the refunding operations and in other directions.

According to the report of Secretary Gage the estimated receipts for the fiscal year of 1901 are:--Customs, 240,000,000 dols, internal revenue, 300,000,000 dols; miscellaneous, 37,000,000 dols; total, 577,000,000 dols. Expenditures-Civil, 115,000,000 dolsa; war, 126,000,000 duls., navy, 60,000,000 dols.; Indian, 10,000,000 dois.; pensions, 145,000,000 dols.; interest, 400,000,000 dols. In this estimate, however, no allowance was made for refunding operations and for increased expenditure in other directions .-- Manila Times.

PINNY PAPERS DOOMED.

"My impression is that the penny paper is doomed. Projudice and the conservative instincts of Englishmen may keep some of them the handwriting is upon the wall."

week. Seen by a Daily Mail representative, he said: "I do not think I ought to talk on the subject, for, as you know, I was once partproprietor of a penny morning paper. But the tendency everywhere now is for the penny paper or the threepenny daily to go. One of the most famous of them is only kept alive, I believe, by the advertisements of auctioneers.

"London has fewer newspapers in proportion to population than any great city. Compare it with Paris, or New York, or even any secondrate city on the Continent, and you are amazed by the difference.

"Some of the well-established halfpenny papers make enormous profits. The New York World, I am told, once cleared a million dollars a year. Even now, when severe competition has cut into its balances, Mr. Pulitzer probably makes quite five hundred thousand dollars a year out of it. Now you know, as incomes go, that is a passable amount for a man to have.

new halfpenny dailies will spring up. They will have a hard fight, for they will find the field already occupied. But in course of time we may find a number of rivals, each with a small public, and clearing a profit of, perhaps, from £10,000 to £20,000 a year.

"The old journals are too big, and, consquence, have become mainly advertising sheets. Advertisements take a long time to go from them, but they do go. The old convention that the authority of a paper in some way depends on its price is being shattered. You do not hear so much now of the sneer at 'ha'penny rags.' The world . has found that with newspapers price and authority bear no relation.

"The ha'penny paper of the future will be, of course, very compact. If I were proprietor. I would never have anything occupy a column that could be compressed into half. Pay your space writers double rates if necessary, but make_them_out_out_all-the_padding.___

"Then I believe the halpenny papers of the future will have special editors for the advertising sections, whose business will be to write interesting advertisements. For advertisers, as a whole, are very stupid, and do not know how to tell what they want in the most effective The advertisement editor will see to this, and will aim at making the advertising columns the most interesting in the paper. America has already set us an example in this

"The traditions of the, old penny and threepenny daily Press are against it. Enormous sums are spent on long telegrams from abroad on subjects about which people at home feel little interest. There is lavish outlay, in many. ways. The methods of the older journalism are too grandiose.

"But it will be no easy task for new dailies to come in. The public is a limited one, and people who regularly buy one paper will not abandon it for another without very good reason. They get into the habit of asking for one special journal, and they do not readily break off their habit.

"And you must remember that very few people indeed buy more than one daily paper. Advertisements, too, are by no means easy to

THE TURRETS OF THE 'KEARSARGE."

The trials of the superimposed turrets on the new Kearsarge have been watched by naval constructors throughout the world with considerable interest. These turrets contain two thirteeninch guns with two eight-inch guns placed in smaller turrets above them, and the innovation has provoked an immense of discussion. The trials, far from putting an end to the discussion, have revived it with increased force. It was predicted that the shock from these heavy armaments would prove disastrous both to the Barras, F. A. ship and to the men in the lower turrets, but | Brown, Col. F. this prediction proved not to be true. The frial Brown, J. O. took place in the presence of Admiral Sampson, Brown, Col. L. F. who has always favoured it, and he announces that the invention is a complete success. It was the purpose to fire the four guns simul- Bell. tancously in order to measure the full effect of the shock; the primer of one of the thirteeninch guns was defective, however, and so only | Crawford, J. . three were discharged at the same time. In spite of this tremendous discharge no harm whatever was done to the ship or to the crew. | Cruz, D. J. The men in the lower turret were not affected by the discharge of the eight-inch guns nor was | Carangia, R. the accuracy of their fire disturbed. Admiral Sampson declares that no ship in the world Chung War. could withstand the impact of those four pro- Collie, Mrs. J. A. jectiles striking at one point with a force Cohen, J. A. capable of crushing in the heaviest armor that | Conception, B. M. floats. On the other hand, Chief-Constructor | Collins, A. J. Hichborn has always been an opponent of the | Cherry, F. A. scheme, and his objections seem weighty. In Compoton, W. H. battle, he says, there are twenty misses to one hit, | Coatwall, M. and by using the four guns simultaneously Connel, J. J. a tremendous waste of ammunition will occur. | Champion, Miss M. Then the thirteen-inch guns are intended for L Denny, H. S. use against the heavily armored parts of a ship, Dobberke, H. while the eight-inch guns are for use against Dehn, Miss L. the lightly armored ends and the upper works. Darreth, G. B. As the turrets cannot be moved separately, all Davies, F. four guns must be used against the same part D'Arcy, E. of the ship. Moreover, if the turret is disabled D'Almeida; in any way, all four guns are put out of action. Daloy, R. It may be possible to overcome these objections, Dalrympie, F. E. but they are points that should not be over Douglas, M. E.

AN AMERICAN ON BRITISH RIGHTS IN SOUTH AFRICA.

Writing in the Bulletin, Dr. George Adams' of San Francisco says :- A fact that every Evans, F. P. American should bear in mind is that just as the Union and its integrity is dear to them, so the British empire and its integrity are dear to the British, and that the integrity of the British empire is threatened by this war, one has only to read the views of the anti-British critics to become convinced. Furthermore, if the British empire had deserted the half million of loyal colonists in South Africa it would not only deserve disintegration, but annihilation.

Great Britain has been accused of being Fleischer, M. rapacious, of being a land-grabber, but surely, Forster, W. E. the Americans are not the people to call her names, since they have done a little of this themselves, and they are also beneficiaries from the land-grabbing of the British, for they got some of it as an inheritance. Besides no American would replace this British Canada of to-day for a neighbouring French dominion, even if by doing so, it-would relieve Great Britain of the charge of rapacity. The interest that America has in Canada to-day will in the near future extended to South Africa and other parts of the British Empire.

It has been stated in defense of the Boers | Gibson, W. S. that they were the first settlers of the country, but so also were the Dutch in Manhattan Island, the Spanish in Florida, the French in Louisiana and Mississippi and Canada, and the Mexicans in California, and British money paid and British arms fought for South Afriaca just as the Americans and English have in this continent. Moreover, the larger part of the wealth of the country has been created by British capital and enterprise! they have built the railreads and telegraphs and have developed the "... 'years longer, but for all of them [-mines, and the main cities are mounments to Gower, S. B. their intelligent industry. It is also stated Glidis, Mons, So writes Mr. Labouchere in Truth this with truth, that the Boers have gone into the Grith, F. B. wilderness and contended with the natives at I Gutterres, G. H. O. the expense of their lives, but it is equally true that when the Republics were in the direst straits the majority of the inhabitants welcomed British arms and credit to rescue them, and Harrington, S. G. during British occupancy a large number of British settlers were added to the population | Hills, Gaptain F. in expectation of the occupation being permanent. If the Boers had treated these, and | Hamilton, M. subsequent settlers, as the British treat the Hansen, W. E. Boers in Cape Colony, all would have been | Haines, T. C. well, but they failed to do this at least in the Holden, E. E. Transvaal. They have also treated the natives | . Hahnekrug, H. shamefully, and slavery has been practised Hing, C. C. contrary to agreement, creating-a danger which | Hermann, G. threatened South Africa. The friendship of Hoogley the natives to-day is almost wholly on the side of the British-a rather important fact.

A plea for American sympathy has been put forth, that the Boers represent two republics struggling for liberty, but they are not republics but oligarchies; and are struggling for special privileges and against the rights of others, and "In London, I believe, a large number of it is Great Britain that stands for equal rights. and opportunities, and for a true democracy. Greed of good is one of the accusations made against the British, but it must be remembered that the mines are owned by private people, British, French and German, and the ownership Hodgkint, S. M. will be respected, and not one dollar will ever | Haines, J. C. reach the British treasury from this source; can this be said of the Kruger oligarchy if they | Hing-Chene-San win in this war? Will not confiscation take | Horwitz, place to a large extent? I think the accusation more plausible if made against the other

> A large number of people in the United States express sympathy for the Boers, but the sympathetic expressions rest on an Anglophobia and not on a Boerphilia.

I am convinced that a careful consideration of the whole South African question will lead an impartial investigator to the conclusion that Boer rule is not liberty, but that true liberty is under the British flag.

UNCLAIMED LETTERS AT THE

Letters for the following persons lie un-

POST OFFICE. Liddell, Mrs. P. Arnolis, D. Lushkur, S. Austin, Lieut.-Col. Luthens, Roesing & Co. Lind, H. G. A. B. C. Among, G. N. Lerarow, Frank, Laforest, H. A. Adamsen, Mrs. H. Lair, Dr. S. L. Longworth, T. Ludick, Mrs. Lorme, Miss M. Alnarch, G. Lund, K. F. Levy, G. E. Akbar, H. Tlarev, H. E. Allister & Co. "Longhen, M. Leopold, E. Appyhany Lyne, Mr. W. O. Lamtorne, Miss M. Andisle, O. Laglaise, L. Mortimere, E. Muller, M. Alix, M. Matsumato Morland, Dr. C. Baker, Coley H. Mansfield Brown Blake, R. E. Marten & Co. Bland, H. F. B. Montieth, M. McCall, J. T. Bochum, G. McKerrow Barkle, T. M. Martemori, P. Mathews, Miss

Meadows, W. Bradley, N. Mackay, D. G. Martin, Mrs. Marikos, S. S. Miller, Mrs. T. Meyer, K. Montilla, T. Martin, Mr. E. Marrissey, Mr. Mitchell Marchand, M. M. Mullen, T. Marconity, T. Brown, G. E. R. G. Martis, M. MacCarthy. Moor, L. D. McDougail Monis, H. M. Mohamed Escof & Co. Cumming, Miss H. Mergenthaler, E. Matson, K. McCaulay, J. Chanelhuri, M. N. McGill -Nasumoff Naven Clock C. Neval, S. Norman, H. Naughton: W. B. Oveido, F. O'Malley, Hon. E. L Olia, N. D., Oronhyatakha

Oates, Fred.

Owen, M.

Oriental, J.

Oronbyatekha

Olves, S. D. J.

O'Brien, Wm.

O'Gilbie, Mrs.

Pears, Lieut, C.

Pillery, V. A. M.

Peter, D. J.

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MELCHERS & Co., Hongkong, 12th June, 1900.

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Hongkong, June 15th.

The Share Market.

LATEST QUOTATIONS. · · (Tune ssih.)

(June 15th.)				
Companies.	Paid up Capital.			
	Banks.			
Hongkong & Shan	g-	1		
hai Banking Co	r- \$125	315 % premi		
The Bank of Chir	, ,			
& Japan, Limited (Preference)		Nominal		
The Bank of Chir	18.	1		
& Japan, Limited- (Ordinary)	£ 4	£1 buyers		
& Japan, Limited				
(Deferred)	£ I	£5.5 duyers		
National Bank	01	222		
China, Ld Do. Founders		\$20		
	Insurance	•		
Union Ins. Society	of!	1 .		
Conton I d	\$ to	\$26r huvers		

\$ 50 \\$205 buyers Canton, Ld. China Traders' Ins. \$ 25 \$541 buyers Go., Ld. North China Ins. Co., £ 25 Tls. 165 Yangtsze Ins. Assoc. \$ 60 \$121 Ld. Canton Ins. Office, \$ 50 \$1323 buyers Ld. \$ 20 181

Straits Ins. Co., Ld.... Fire Insurances. Hongkong Fire Ins., \$ 50 \$295 Co., Ld. China Fire Ins. Co.,

\$ 20 1\$79 . Shipping. Hongkong, Canton, & Macao Steamboat Co., Limited \$ 15 | \$31\frac{3}{4} Indo-China Steam £ 10 \$86 Navigation Co., Ld. China & Manila S.S. \\$ 50 \$65 old ex new 😘 100 old cum n. Co., Ld.,.... \$ 10 \$18 new issue Douglas Steamship, \$ 50 \$48 Co., Ld. China Mutual S. N.

Co., Ld.—(Pref.) ... £ 10 £10.10 China Mutual S. N. £ 10 £10.10 Co., Ld.—(O'ary)... China Mutual S. N. \$ 10 \$18 Co., Ld.—(O'ary)... Star Ferry Co., Ld.... "Shell" Transport & £100 £310 Trading Co., Ld. ...

Refineries. China Sugar Refining -\$100 \$125 Co., Ld. Luzon Sugar Refining \$100 \$37 Co., Ld. Mining.

Punjoin Mining Co., \$ 7 \$6.10 Punjom Mining Preference Shares \$ 1 \$1.20 Société Française des Charbonninges 'du Queen Mines, Ltd. ... 25 cts. \$0.18

Jelebu Mining and Trading Co., Ld. ... \$ 5 \$12 Raub A'lian Gold Mining Co., Ld. ... 155, 10d. \$58 Olivers Freehold Mines, Ld. A Olivers Freehold Mines, Ld. B \$ 4132.75 Great Eastern & Caledonian Gold Min-

5 1\$0.50 "--- ing Co., Ld. \$ 1 \$0.40 Do. (Preserence) Dooks, Wharves and Godowns. Hongkong & Whampon Dock Co., Ld. \$125 530 % premium Hongkong and Kowloon Wharf & Go-

down Co., Ld. \$ 50 \$86\} Wanchai Warehouse \$ 371 \$56 buyers & Storage Co., Ld. New Amoy Dock Co., \$ 61 \$22 I.d.

Lands, Hotels and Buildings. China Provident Loan - & Mortgage Co., L.d. \$ 10 \$9.85 Hongkong Land Investment & Agency Co., Ld. \$ 50 \$139 Kowloon Land and Building Co., Ld... West Point Building \$ 50 \$471 Co., Ld.

Hongkong Hotel Co., \$ 50 \$125 Humphrey's Estate & \$ 10 \$10,60 buyers Finance Co., Ld. ... Cotton Mills. Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld... \$100 \$37

Ewo Cotton Spinning 2 & W. Co., Ld. Tis: 100 Tis. 60 International Cotton M'fg. Co., Ld..... Tls. 100 Tls. 60 Laou-kurly-mow Cotton Spinning & Weaving Co., Ld., Tis. 100 Tis. 70 Soy Chee Cotton Spinning Co., Ld....... Tls. 500 Tls. 400

Yahloong Cotton Spinning Co., Ld...... Tls. 100 Tls. 57 Miscellaneous. Green Island Cement 1රි \$21} Co., Ld. \$ 15 \$25 China-Borneo Co., Ld. A. S. Watson & Co., \$ 10 \$16 Limited \$ 10 \$10.10 Watkins, Limited Hongkong Electric Co., Limited - \$ 10 |\$12 Hongkong Electric Co., Limited \$ 2 \$2.10

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Steamers.

AGAMEMNON, British steamer, 4,461, H. Nish, 11th June, -Shanghai 8th June, General. -Butterfield & Swire. BENMOHR, British steamer, 1,938, A. Wallace,

13th June, - Saigon 9th June, Rice. - Gibb, Livingston & Co. BENVENUE, British steamer, 1,467, J. Potter, 8th June, - Saigon 3rd June, Rice, - Gibb, Livingston & Co.

BURDON, British steamer, 1,645, Wilson, 13th June,-Cardiff 27th April, and Singapore 6th June, Coal.—Master. CHANGSHA, British steamer, 1,463, T. Moore, 29th May,—Sydney 1st May, Thursday Id.

10th, Port Darwin 13th, and Manila 27th, General.—Butterfield & Swire. COPTIC, British steamer, 2,744, J. G. Rinder, R.N.R., 8th June, San Francisco 11th May, Honolulu 18th, Yokohama 31st, Kobe 1st June, Nagasaki 3rd, and Shanghai 5th, Mails and General.—O. & O. S. S.

DAPHNE, German steamer, 1,290, Th. Nissen, 13th June, -Swatow 12th June, Ballast, -Siemssen & Co.

FREIBURG, German steamer, 3,970, Prosch, 1st June,-Bremen and Hamburg 12th April, General.—Siemssen & Co. GERMANIA, German steamer, 1,714, L. Möller,

13th June,-Saigon 9th June, Rice.-Jebsen & Co. GOODWIN, British steamer, 2,832, A. Jackson, 4th June,-Tacoma, U.S.A. 26th April, General.-Dodwell & Co., Ld. HAINAN, German steamer, 648, F. Clausen,

8th June, - Canton 8th June, General. -Siemssen & Co. HINSANG, British steamer, 1,418, Lake, 6th June, -Saigon 2nd June, Rice. - Jardine, Matheson & Co.

HOLSTEIN, German steamer, 985, H. Ipland, 11th June,-Saigon 7th June, Rice.-Jebsen & Co. INDEPENDENT, German steamer, 871, A. Haltz,

12th April,-Samarang 3rd April, General. -Sander, Wieler & Co. KEONG WAI, German steamer, 1,105, T. W. Groves, 11th June,—Bangkok 5th June, Rice and Timber.—Butterfield & Swire.

KIANGSI, Chinese steamer, 1,347, Brissander, 14th June, -- Canton 14th June, General. --Kwong Man Wo. LOONGSANG, British steamer, 1,079; G. S Weigall, 12th June,-Iloilo 8th June,

Sugar.—Jardine, Matheson & Co. MENMUIR, British steamer, 7,285, R. W. Almond, 14th June, Manila 11th June, Hemp and Sugar.—Shewan, Tomes & Co. MILOS, German steamer, 1,694, T. Hille, 10th

June, -Scattle, U.S.A. 6th May, Flour and Lumber.—Order. -Mongkut, British steamer, 859, W. Barkur, oth June,—Bangkok and June, Rice and Teakwood.-Butterfield & Swire. PROGRESS, German steamer, 687, P. Brandt,

11th June,-Touron 8th June, General.-Siemssen & Co. ST. Andrews, Norwegian steamer, 1,972, H

S. Hargen, 9th June,—Saigon 5th June, Rice.—Arnhold, Karberg & Co. SANDAKAN, German steamer, 1,374, C. Muhle, 4th June, -- Sandakan 30th May, Timber. --Melchers & Co.

SOCOTRA, British steamer, 3,896, Thos. H. Hide, R.N.R., 13th June,-Kobe and Shanghai 2nd June, General.—P. & O. S. N. Co. TAIVO MARU, Japanese steamer, 743, S.

Rokimi, 13th June,—Canton 13th June, General,—Tong Kee. TAMSUI MARU, Japanese steamer, 1,007, K. Sobajima, 13th June,-Amoy and Swatow 12th June, General.-Mitsui Bussan

Kaisha. TETATTOS, German steamer, 1,578, T. Desler, 13th June,-Saigon 8th June, Rice.-Siemssen & Co.

THALES, British stemmer, 820, J. Douglas, 14th June, -Swatow 13th June, General --Douglas, Lapraik & Co. TRIESTE, Austrian steamer, 3,203, C. Mitis,

14th June, -Trieste 27th April, and Singapore 9th June, General.—Sander, Wieler a Co.

Sailing Vessels.

ABNER COBORN, American ship, 878, B. F. Colcord, 14th May, -Moji 28th April, Coal. ---Chinese. BITTERN, British 3-masted schooner, 399, T. Askin, 3rd June, Rajang 10th May,

Timber.—Siemssen & Co. CEDARBANK, British 4-masted bark, 2,649, R. A. Batcheler, 3rd June,-Berry 1st Jan., Coal. --Admiralt

ESMERALDA, british schooner, 130, J. T. Harrison, 14th April,-Guam 26th March, General.-Jardine, Matheson & Co. .

FRANZ, Danish bark, 358, Pedersen, 23rd April, -Barry 5th Oct., 1899, and Anjer 12th Feb., Coal.—E. A. Trading & Co. B. WALKER, American ship, 2,106, Wallace, and June, -Yokohama 5th May, Ballast. --

Siemssen & Co. TAM O'SHANTER, American ship, 1,432, Ballard, 16th May,-New York 6th Jan., Kerosine.—Standard Oil Co.,

WM. H. SMITH, American ship, 1,800, E. C. Colley, 27th Mar. - New York 28th Sept., Kerosine Oil.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 15th, 1900. Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander G. G. F. M. Cradock, Wei-hai-wei. Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,

Comdr. R. H. J. Stewart, Nagasaki. Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei. Barfleur, 1st class battleship, 13,000 tons, 14

guns, 13,163 i.h.p., Captain G. J. S. Warrender, Wei-hai-wei. Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Commander A. H.

Smith-Dorrien, R.N., Manila. Brisk, British cruiser, 1,770 tons, 6 guns. 5,600 h.p., Commander Sir Bourchies Wrey, Bart., Singapore.

Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. K. Jellicce, Wei-nai-wei-Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Hongkong. Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan; Wei-hai-wei. Esk, coast defence gunboat, 363 tons, 3 guns,

200 i.l.p., Lieut.-Comdr. C. Chadwick, Shanghai. Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes,

Wei-hai-wei Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 j.h.p., Hongkong. Handy, twin screw, torpedo boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Hart, twin screw, torpedo-boat destroyer, 260

tons, 6 guns, 4,000 i.h.p., Hongkong.

Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai. Humber, storeship, 1,640 tons, 800 i.h.p., Com: H. J. Davison, Wei-hai-wei. Linnet, gup-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, on route Wel-hai-wel-

Burke, Wei-hai-wei.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. P. R. Coode, Phanix, British: gunboat, 1,015 tons, Comdr. Kersaint, 3rd class cruiser, 1,300 tons,

R. G. Fraser, Wei-hai-wei. Pigniy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Pique, twin screw, and class cruiser, 3,600 ton,s 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds,

Singapore. Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. O. V. de M. Cowper, Hongkong.

Redpole, British gunboat, 855 tons, Lieut.-Com. C. F. Corbett, Hongkong, Robin British river-gunboat, 2 guns, Lieute-

Com. G. G. Webster, on the West River. Rosario, British gunboat, 980 tons, Capt. C. Hamilton, Hungkong.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River. Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, C.B., Hongkong. Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Captain Percy Scott, C.B., Hongkong.

Tweed, coast_defence gunboat, 363 tons, 3 aguns, 200 i.h.p., in Reserve at Hongkong. Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke,

Waterwitch, surveying vessel, 620 tons, Lieut. Commander W. O. Lyne, Surveying. Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut Com. Morton,

Wei-hai-wei. Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Woodcock, British gunboat, 2 guns, 560 h.p.,

Lieut. Comdr. Watson, on the Yangtszer Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, on the Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong. tons, Capt. Betbeder, Manila.

Zaire, Portuguese gunboat, 600 tons, Captain-Fonto, Hongkong. Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron. -Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Alcout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky,

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebren-nikff, at Nagasaki. Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt.

Miklashevsky, at Nagasaki. Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki. Mandjour, Russian cruiser, 1,213 tons, twin

screw, 14 guns, 1,500 h.p., Capt. Yakoveff, Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki. Nayezdnik, Russian cruiser, 1,334 tons, 14 guns,

1,800 h.p., Capt. Zarine, at Nagasaki. Otvarny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Capt. Grevais, at Japan. Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rozbaynik, Russian cruiser, 1,330 tons, Capt. Komaroff, at Manila. Rurik, † Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki. Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Naga-Sivoutch, Russian gunhoat, 950 tons, twin

screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki. Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 119.7 knots. Vladimir Monomach, Russian cruiser, 6,000

tons, 16 gunst- Prince Ouchtomsky, at Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki. Vsadnik, Russian torpedo boat, 400 tons, 18

guns, twin screw, 1,500 h.p., Capt. Rogulia, at Nagasaki. Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki. (1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, gun, 220 h.p., 16 knots. Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots. Sterlaid, Russian torpedo boat, 23 tons, 1 gun,

220 h.p., 16 knots. Strauss, Russian torpedo boat, 23 tons, 1 gun, 220-h.p., 16 knots. Sunguri, Russian torpedo boat, 140 tons, 4

guns, 1,800 h.p., 22 knots. RUSSIAN TORPEDO FLOTILLA. (BEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots. Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots,

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. Flagship of Vice-Admiral Alexeieff. Flagship of Rear-Admiral F. V. Dubossoff. I Flagship of Rear-Admiral Recunoff.

THE FRENCH SQUADRON. Bengall, and class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong. D'Entrecasteaux. * 1st class cruiser, 8,100 tons, 26 guns, 13;500 lih.p., Capt. de

Marolles, at Japan. Descartes, and class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Philibert, Amagi, 1,030 tons, 13 guns, 720 h.p., at Yoko.

Orlando, British cruiser, 5,600 tons, Capt. J. H. | Eure, Dispatch-transport, Capt. Vallee, af

Ican Bart, ist class cruiser, 4,500 tons, to guns, 8,000 i.h.p., Capt. Aubin, at Kwang-chowguns, 2,200 i.h.p., Capt. de la Motte du

> Portail, at Saigon. Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Hongkong, Pascal, and class protected cruiser, 4,000 tons,

36 guns, 9,000 i.h.p.; Capt. M. Motet, at Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p.,

Capt. Mornet, at Saigon. * Flagship of Vice-Admiral Courrejolles.

THE GERMAN SQUADRON. Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila. Hansa,* German cruiser, 6,400 tons, Capt. Pohl, at Singapore.

Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, at Japan. Htis, German gunboat, 1,000 tons, to guns, 1,600 h.p., Capt. H. H. Lans, at Amoy. Irene, German cruiser, 4,400 tons, 22 gans, 8,000 h.p., Capt. Stein, at Formosa. Jaguar, German cruiser, Captain Kinderling,

at Shanghai. Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai.

* Flagship of Admiral Fritze. THE AMERICAN SQUADRON. Baltimore, Flagship, U.S. cruiser, 4,413 tons,

en route Home. Bennington, U.S. gunbhat, 1,720 tone, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila. Brooklyn, Flagship, U.S. cruiser, 9,000 tons, Capt. C. M. Thomas, at Manila.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila. Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Japan.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Naniwa, at Yokosuka. Lieut.-Comdr. N. J. K. Patch, at Manila. Rinjo, armoured cruiser Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr, S. M. Ackley, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Kanjiu, sailing-ship, 877 tons, 6 guns. Comdr. J. W. Carlin, at Manila. (used as training ship.) Glacier, U.S. supply-ship, Lieut.-Comdr. J. B.

Briggs, at Manila. Presidento Sarmineto, Argentine cruiser, 2,850 | Helena, U.S. gunbont, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6, 100 tons, 1,300 h.p., Lt.-Comdr. W. H. Everett, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila. Monecacy, U.S. gunboat, 1,370 tons, 6 guns, . 850 h.p., Com. G. A. Bicknell, at Shanghai. Montercy, U.S. double-turret monitor, 4,090

tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong. Nanshan, U.S. collier, Lieut. L. A. Kaiser. New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila. Oregon, 1st class U.S. battleship, 10,288 tons,

16 guns, 11,111 h.p., Capt. G. F. F. Wilde. at Hongkong. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.

Miller, U.S.N., at Manila. Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Manifa. Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila. Yorktown, U.S. gunboat, 1,710 tons; 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Yosemile, U.S. converted cruiser, 6,179 tons,

Scindia, U.S. cruiser, 7.500 tons, Comdr. J. M.

Zafiro, U.S. dispatch-vessel, Capt. Pridend, at

-10 guns, 3,800 h.p., Capt. G. E. Ide, at

THE ITALIAN SQUADRON. Carlo Alberto, Italian cruiser, 7,200 tons, Capt. R. Cali, Singapore. Petroparlovski, Russian battleship, 12,000 tons, Elba, Italian cruiser, 2,720 tons, Capt. Cecconi,

> Liguria, Italian cruiser, 3,000 tons, Captain O. Cecconi, Singapore.

JAPANESE MEN-OF-WAR: Battloships.

Vashim 1st class, 12,460 tons, 38 gurs, 14,000 h.p., at Kure. Fuji, 1st blass, 12,450 tons, 38 guns, 14,000 h.p., at Yokosuka. Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosiika.

Coast Defence Ships. ... Matsushima, 1st class. 4,277 tons, 25 guns, 5,400 h.p., at Sascho. Ilsuskushinia, 1st class, 4,277 tons, 35 guns, _ 5,400 h.p., at Kure. Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, Japan. Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, Japan.

Helyen, and class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka. Cruisers. Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho. Chitose, protected cruiser, 1st class, 4,978 tons. 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure. Voshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure. Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila. Takachiho, protected cruiser, 1st class 3,700

tons, 24 guns, 7,120 h.p., at Keelung. Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure. Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka. Akitsusu, protected cruiser, 1st class, 3,150

26 guns, 8,500 h.p., at Saseho. Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, .24 guns, 8,500 h.p., at Idsumi, protected cruiser, 1st class, 2,950 tons 20 guns, 6,080 h.p., at Yokosuka. Sai-yen, protected cruiser, 1st class, 2,300 tons,

15 guns, 2,800 h.p., at Yokosuka.

Akitsushima, protected cruiser, 1st class, at Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p. For Amoy, Shanghai, Nagasaki, Kobe, Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p., Yokohama, Honolulu and San Francisco—Per Vayama, 3rd class, 1,600 tons, K. Matsumoto,

to guns, 5,630 h.p., Japan. Tukushi, 3fd class, 1.300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., Japan. Savanami: torpedo-boat destroyer, 305 tons Capt. J. Takenonchi, at Japan.

Sloops and Corvettes. Musashi, 1,490' tons, 10. guns, 1,600 h.p., 8 Katsuragi, 1,480 tons, 10 guns, 1600 h.p., at Vamaio, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo. Tenelu, 1,550 tons, 10 guns, 1165 h.p., at Fusan,

Kainon, 1,360 tons, 10 guns, 1,125 h.p., at-

Oshima, 648 tons, to guns, 1,200 h.p., at Sascho Akagi, 620 tons, to guns, 700 h.p., at Kure. Atago, 620 tons, to guns, 700 li.p., at Kobe. Maya, 620 tons, 10 guns, 700 h.p., at Kure." Chiokai, 620 tons, to guns, 700 h.p., at Taku. Soko, 572 tons, 4 guns, 400 h.p., at Sascho. Twaki, 600 tons, 6 guns, 400 h.p., at Yokosuka. Chinto, 490 tons, 5 guns, 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p.

Gun-boats.

Chin Pui, 500 tons, 9 guns, 455 h.p. Chin Chu, 500 tons, 9 guns, 455 h.p. Torpedo-gunboat. Tatsula, 875 tons, 6 guns, 5 torpedo tubes,

5,500 h.p., at Yokosuka. Tornedo-boats. Murakumo, 279 tons, at Ujina. Shinonome, 279 tons, at Kure. Yugiri, 279 tons, at Takeshiki. " Shiranuki, 279 tons, at Kobe."

Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka. Kagere, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Japan. Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p. Shiramubi, torpedo-boat, 278 tons, Comdr.

Kosoma, at Japan. Akebono, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Kawase, Japan. Obow, torpedo-catcher, 318 tons, Capt. Camada, at Japan,

14 bonts (Creusot), 56 tons, 2 torpedo-tubes, 7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525

10 guns, 10,064 h.p., Capt. J. M. Forsyth, 2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p. 4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 10 boats (Yarrow), 40 tons, 3 torpedo-tubes,

620 h.p.

* Tokiwa, at Yokosuka. Fuso, at Kure.

(used as gunnery traning ship.) Manjin, sailing-ship, 877 tons, 6 guns. .

10 guns, 520 h.p., at Edajima. (used as training ship.) Asama, sailing corvette, 1,420 tons, 12 guns, at

(used as a hulk:) Jingei wooden paddle steamer, 13465 tons, 2 small guns. (used as torpedo training ship.

RIVER STEAMERS, SCHOONERS, AND LORCHAS. Futshum, British steamer, 1,425, J. Dick,-

Ho-nam, British steamer, 1,377, H. D.- Jones, -- Hongkong, Canton, & Macao Steamboat Powan, British steamer, 1,873, A. N. Patrick,-

Hankow, British steamer, 2,252, C. V. Lloyd,-Butterfield & Swife. Hoi-tong, Chinese steamer, 409 tons, Captain

On Steamship Co. Pak Kong, British steamer,-Kwong Wan S.S. Kong Nam, British steamer,-Chinese Owned.

Steambont Co. ·Macao and Canton. Lungshan, British steamer, 14t, Morrison,-

Kiangtung, Chinese steamer, 503, Holmes,-China Merchant Steam Navigation Co. Canton and West River.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River. Saikong, British steamer, 259, Kwong Wang Steamship Co. Cheung Kong, Y. Kun, 58,-Kwong Wan 3

Wuchozo, British steamer, R. D. Toomas,-Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S. Samshul, British steamer, Dixon,-Hongkong, Canton and Macao Steamboat Co., J. M. &

Lorchas and Schooners Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,-Hung Kum Sing.

to-day, the 15th instant, at 2 P.M. For Chinking-Per Kiangsi to-day, the 15th instant, at 3 P.M. For Canton-Per Powan to-day, the 15th instant, at 5 P.M. For Amoy, Samarang and Sourabaya-Per

For Yokohama and Kobe-Per Trieste tomorrow, the 16th instant, at 3.30 P.M. For Swatow, Amoy and Tamsui-Per Tamsui Maru to morrow, the 16th inst., at-5-P.M. For Swatow, Amoy and Tamsui-Per Halmun to-morrow, the 16th instant, at 5 P.M. For Europe, &c., India, via Futicorin-Per

For Manila-Per Menmuir on Monday, the 18th instant, 4 P.M. For Samshui and Wuchow-Per Wuchow on Monday, the 18th instant, at 4 P.M. Copile on Tuesday, the 19th instant, at 11 A.M. For Manila-Per Loongsang on Tuesday, the 19th instant, at 3 P.M.

For Samshul and Wychow-Por Samshul-For Europe, &c., India, via Tuticorin -- Per Clyde on Saturday, the 13rd inst., at IT A.M. For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver-Per Empress of India on Wednesday, the 27th inst. 11 at A.M. For Europe, &c., India, via Tuticorin-Per Oldenburgson Thursday, the 28th instant, at

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Central, in the City of Victoria, Hongkong

boat (Normand), 75 tons, 2 torpedo-tubes,

Misoellancous.

Rinjo, armoured cruiser, 2,530 tons, to gung 800 h.p.

(used as training ship.) Tsukuba, wooden screw steamer, 1,989 tone,

Yokosuka.

Hongkong, Canton, and Macao Steamboat

Hongkong, Canton, and Macao Steamboat

Austen,-Chi Wo & Co. Tailon, British steamer, 728, Goblouski,-Tai

Hongkong and Macao." Heungskan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao

Hongkong, Canton and Macao Steamboat

Lungklang, British steamer, 141, J. J. Lossius, -- Hongkong, Canton and Macao Steam-City of Whampoa, Chinese steamer, 40,-Ah

LII, American lorcha.

Co. and B. & S.

Post Office. A Mail will close:-For Swatow and Singapore-Per Kutsang

Shantung to-morrow, the 16th instant, at 1 P.M. For Newchwang-Per Independent to-

morrow, the 16th instant, at 3 P.M.

18th instant, at 3 P.M.

Indus on Monday, the 18th instant, at NOON. For Manila-Per Sungklang on Monday, the

on Thursday, the 21st instant, at 4 P.M.